F1 SEASON GUIDE ALL THE TRACKS, DRIVERS, CARS, RULE CHANGES & OUR PREDICTIONS

topcar

MAY 2015 | VOL 24 NO 05

R34.90

CIVIC TYPE R
FOCUS RS | AUDI RS3
Are hot hatches the new supercars?

+

GENEVA MOTOR SHOW
As you've never seen it before

TWIN-TURBO V8 C63 AMG GIVES BMW M3 NIGHTMARES

SO CLOSE ON PAPER, POLES APART ON ROAD

CAYMAN GT4
EXCLUSIVE DRIVE

12 CRUCIAL NEW CARS REVIEWED

VOLVO XC90
SWEDEN BEATS GERMANY

HONDA JAZZ
SHOCK TEST

NEW AUDI R8
THE FULL STORY: INSIDE, OUTSIDE & ON TRACK

TESTED BMW 2 SERIES ACTIVE TOURER | **LEXUS NX** | AUDI TT | **RENAULT MEGANE RS 265**
DRIVEN OPEL MOKKA | **BMW i3** | MAZDA2 | **PEUGEOT 308** | MERCEDES-BENZ C450 AMG

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TOPCAR
EDITOR **Angus Thompson**
angus.thompson@media24.com

DEPUTY EDITOR **Wayne Batty**
wayne.batty@media24.com

SENIOR JOURNALIST **Aaron Borrill**
aaron.borrill@media24.com

ONLINE EDITOR **Ray Leathern**
ray.leathern@media24.com

ART DIRECTOR **Caine Swanson**
cswanson@media24.com

EDITORIAL ENQUIRIES 021 408 1241

CONTRIBUTORS
Peter Frost, Mike Monk, Dieter Rencken, Chris Wall

BUSINESS & PUBLISHING
General Manager: Lifestyle
Charlene Beukes
CFO: Lifestyle
Raj Lalbahadur
Publisher
Nerisa Coetzee
Financial Manager
Muneeb Adams
Head of Circulation
Gadija Gamieldien
Head of retail: Circulation
Andreline Van Tonder
Circulation Manager
Riaan Weyers
riaan.weyers@media24.com

ADVERTISING SALES
Head of Advertising Sales
Yvonne Shaff
Head of Sales Sectors
Craig Nicholson 011 322 0731
Business Manager (CPT)
Rickardt De Beer 021 443 9434
rickardt.DeBeer@media24.com
Business Manager (KZN)
Theresa Lavery 083 635 0205/031 566 2442
theresa.lavery@media24.com

DIRECT & CLASSIFIED SALES
National Sales Manager: (Travel & Motoring)
Danie Nell 082 859 0542
danie.nell@media24.com
Karien Steenkamp 082 920 8075
karien.steenkamp@media24.com
Lizel Pauw 082 876 8189
lizel.kok@media24.com
Jeanine Kruger 082 342 2299
jeanine.kruger@media24.com
Sanetha Meintjies 084 416 5797
sanetha.meintjies@media24.com
Nick Fitzell 071 430 6311
nick.fitzell@media24.com
Sharlene Smith 083 583 1604
sharlene.smith@media24.com
Thea Thomas 078 450 7771
tthomas@media24.com

MARKETING
Marketing Executive
Ryan Von Ess 021 408 1247
Ryan.VonEss@media24.com
Marketing Assistant
Richard D'Aguiar 021 408 3048
Richard.DAguiar@media24.com

SUBSCRIPTIONS, RENEWALS & ENQUIRIES
PRINT Tel: 0877401042
| International +27 21 065 0033
Fax: 021 405 1931
Email: **topcarsubs@media24.com**
Sms code: **"topcarsubs"** to 32361 (R1 per sms)
web: **www.my-mags.com**
Call Centre hours:
Monday to Friday | 08:00 to 17:00
Saturdays | 8:00 to 13:00

DIGITAL Tel: 0877401050
mysubs.co.za

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Editor's welcome

DRIVERS WANTED

THE GERMANS ARE turning up the heat across the performance car world right now, setting tongues wagging and hearts racing in every street from Milnerton to Maranello. As usual, *TopCar* is the first in South Africa to bring you the latest drives and verdicts on the most exciting performance machines making headlines the world over. We start with an exclusive drive in the most performance-orientated Porsche Cayman yet, the GT4. Remember those prototypes lapping the infamous Nürburgring? Well it's here, complete with 911 engine, manual gearbox and fixed rear wing. Best of all, you can buy one now.

We then give you all the in-depth information on Audi's incredible new R8 fresh from its debut in Geneva. The first R8 was a game-changer for the four rings right up there with the firm's previous sporting icons, the Quattro and TT. Audi's domination of the Le Mans 24hr race in the early 2000s was one thing, but a mid-engined supercar you could actually buy was quite another. Launched in 2007, the R8 rode better than most Audis of the time yet it ran a fabulous V8 and drifted and handled as well as the world's best. And now in 2015, the new model emerges, charged with being faster and even more thrilling.

Next up Aaron Borrill unleashes Mercedes-AMG's C63 and the C450 AMG around the challenging 'Portimao' circuit in Portugal. But a simple track impression of the new AMG assassin only tells half the story, which is why we also pit the C63 against its arch nemeses, the BMW M3. Turn to page 62 for the Teutonic tussle of the year. While it already looks to be another dominant Formula 1 season for Mercedes, you have to admire the team's achievement considering it only returned to the sport five years ago. Find out what else Formula 1 has in store for us this year with our essential guide on page 80.

We also appreciate life is not all about chasing the redline, that's why we've included a whole host of road tests in this issue, starting with pragmatic monovolumes such as BMW's front-wheel drive 2 Series Active Tourer and Honda's Indian-built Jazz to Renault's latest update to its Megane RS hot hatch and Lexus's enticing NX compact SUV. With that line-up of important new metal on offer, one could never say that we're not your trusted consumer champion. Enjoy the ride!

Angus Thompson

EDITOR

Follow me on Twitter @angusThompsonSA

94 'Intuitive handling, unimpeachable traction, relentless thrust – this very special Cayman is a new kind of sports car' – *Georg Kacher*

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CONTRIBUTORS: AARON BORRILL, CJ HUBBARD, TIM POLLARD, JAMES TAYLOR, RAY LEATHERN

Agenda

THE STUFF WE'RE ALL TALKING ABOUT THIS MONTH

This is why we love Bentley (and the accountants don't)

Stunning EXP 10 Speed 6 restores faith, but profit really depends on reviled SUV

IT'S TOUGH AT the top. The pace of change in the car industry is such that it's no longer enough to have a successful rule-changing model such as the Continental making the cash registers of Crewe ring loud with luxury lucre. If you stand still in this game, you'll lose both market share and profit. Hence Bentley unveiling the striking new EXP 10 Speed 6 concept car at the recent Geneva motor show.

It's our first official look at the baby Bentley sports car we first revealed two years ago and shows that VW's luxury arm is hellbent on staying ahead of rivals both external (BMW, Mercedes-Benz, Tesla) and internal (that's you, expansionist Audi, Porsche and Lamborghini).

The Speed 6 is a two-door coupe with a dramatically refreshed wardrobe to signal change at the heart of Bentley. In the earlier Vickers years, it was always the poor relation of Rolls-Royce, but under Volkswagen ownership it has overtaken Goodwood's volumes and multiplied sales tenfold thanks to the best-selling Continental family.

Now chapter three of modern Bentley history is dawning – with a focus on further broadening the winged-B's portfolio.

The 2016 Bentayga SUV is the next new Bentley, pandering to the global market's incessant appetite for soft-roaders and 4x4s. While anathema to many purists, you can't argue with projected sales volumes of some 4 000 a year and plump profit margins of the tall-riding 322kph mud-dodger. It is the key driver in the company's plan to accelerate to 15 000 annual sales by the decade's end.

Seen in this context, the Speed 6 is an attempt to redress the balance. Sports car sales are actually *declining* globally, but VW sees a new Bentley coupe as a strategic way to attract new clients and maintain the sporting centre of gravity for this gentleman's GT brand. VW's diversification strategists have form here: it's like Porsche launching the first-gen SUV Cayenne only to make amends with the Cayman coupe three years later.

A baby Bentley is an alluring prospect: a 4.7m long two-door coupe with space inside for just two adults. This brings a level of focus not found in the comfier, grander Conti, which will continue in the new era as the bedrock of the range with its multiple

MEET BENTLEY'S 2019 WARDROBE

Plenty of fresh design details inside: copper is used to decorate the cabin along with some 3D-printed textured surfaces. It's beautiful

UNDERNEATH, IT'S A PORSCHE!

New group MSB platform being led by Porsche: offers choice of rear- and four-wheel drive, should save 450kg over porky Conti family

DAPPER DESIGN

The front end is most striking, with oval headlamps and a broader, more dominant grille providing a whole new expression

A copper box: Speed 6 experiments with new metals and 3D printing for new vibe

bodystyles likely to keep it the best-selling Bentley globally ahead of the Bentayga.

This leaves the two-door coupe and cabrio free to focus on re-establishing Pyms Lane's athletic credentials. Hence the new forms, inside and out, bringing a new-found playfulness to a brand that's long been sober, sensible and just a little bit predictable. The face is most striking, with oval eyes (late '90s Toyota Corolla, anyone?) and a broader, more dominant grille providing a whole new expression.

While you might stumble at the snout, the rest of the EXP 10 package is pure sports-car theatre. The classic side profile is elegantly sporting, with swelling hips Jag design chief Ian Callum would be proud to have sired, purer ovoid rear lamps and an interior that blends trad Bentley motifs like Poltrona Frau leather and aluminium with new finishes such as copper and textured surfacing enabled by 3D printing techniques. It's at once fresh and modern – a statement every bit as bold as an F-Type by Bentley.

The Speed 6 concept car had no powertrain details confirmed in Geneva, but we can reveal that the production sports car coming in 2019 will use the rear- and four-wheel drive MSB hardware of the next-gen Porsche Panamera, a 4.0-litre V8 with cylinder deactivation, smaller V6 petrols and the option of W12s and hybrids.

On the evidence of this sleek concept coupe, we'd wager that a whole new generation of Bentley Boys will be queuing up at dealerships in Monaco and Mayfair to sign up for a more sporting kind of Bentley.

It's still a mad,mad world

Downsizing and efficiency are all the rage. But no-one told these guys

KOENIGSEGG REGERA
One 5.0-litre twin-turbo V8, three electric motors and no gearbox. Combined output is over 1120kW and top speed is 400kph

RADICAL RXC TURBO 500
Gullwing doors? Check. Massive wing? Check. Sickbag? Do check, as new RXC has 345kW/tonne

SWEDISH SUPERCAR maker Koenigsegg's latest effort is called the Regera, a word that translates as 'to reign'. With a total power output in the region of 1.11 megawatts (thereby making it a 'megacar'), it's propelled by an 820kW twin-turbo 5.0-litre V8 supplemented by a further 522kW from three electric motors – one for each rear wheel and one on the crankshaft. It claims the title of world's most powerful production car. But that isn't even the mad part.

No. The mad part is the gearbox: there isn't one. Instead the Regera uses a single-speed direct drive all the way from 0-400kph, a journey it makes in under 20sec. Unimpressed? Try 150-250kph in 3.2sec. Or how the hydraulics that control the active aero and suspension also remotely operate the boot, bonnet and doors. Gloriously insane. 80 are planned.

The Regera is in good company right now – they all seem to be at it. There's the Glickenhaus SCG003, which looks like an LMP1 car and is designed so you can swap road engine for race engine once you arrive at the track. Then there's the Radical RXC Turbo 500, combining similar aesthetics with a 395kW Ford EcoBoost V6 in an effort to break the firm's own Nürburgring record of 6min 48sec. And let's not forget the Mercedes AMG GT3 racer, so mean the new R8 GT3 was last seen going to dunk its own head in a toilet. Mindblowing stuff.

MERCEDES-AMG GT3 RACER
Quite possibly the angriest-looking racing car we've ever seen; hits the track late 2015

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OBSTACLES?

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Are hot hatches the new supercars?

Ford, Honda and Audi seem to have humbled their own performance heritage

	Ford Focus RS	Honda Civic Type R	Audi RS3
STUPIDLY FAST, BUT HOW EXACTLY?	Upgraded version of the 2.3-litre turbo from the latest Mustang means the new Focus RS boasts 'at least' 235kW. And it's now four-wheel drive.	New 2.0-litre VTEC Turbo makes the 228kW Civic Type R the fastest front-wheel-drive hatch ever, unofficially lapping the Nürburgring in 7min 50sec.	Germany's on-going power war sees Audi respond to the 265kW Mercedes A45 AMG with 270kW from the new RS3 Sportback's 2.5-litre turbo.
THE CRUCIAL QUESTION – QUICKER THAN THEIR SUPERCAR FOREBEARS?	Ford is yet to reveal official performance figures for the new RS, just as it hasn't confirmed the final power output. But safe to say it's got its work cut out if it's going to beat the previous Ford GT's 0-100kph time of 3.9sec.	Kicking ass is the Type R's very reason for being. Not content with slashing four seconds from the Megane Trophy R's Nürburgring record, it also goes 0-100kph in 5.7sec – 0.3sec faster than the original NSX supercar.	While the Civic's 270kph top speed is impressive, the RS3 can do 280kph. Absolutely scorching, if not quite on par with the 300kph first-gen R8 V8. Off the line, though, 0-100kph in 4.3sec makes the hatchback 0.3sec faster.
ANY KEY TECHNOLOGY?	New four-wheel drive has a clutch pack per rear wheel for torque vectoring and a Drift mode for lairy oversteer (AKA Ken Block mode).	As well as having a turbo for the first time, the Honda gets adaptive suspension, an 'R+' hardcore driving mode and a six-speed manual gearbox. Woohoo.	Surprise, surprise – no surprises. LED headlights are standard, it's a seven-speed auto only, and you have to pay extra for the magnetic ride dampers.
BLATANT BRUTALITY OR STEALTHY?	Looks a bit limp compared to previous two Focus RS models. But that's ok as Ford's apparently spent the money on the hardware instead.	Honda's toned it down from the concept, but the Type R still has a rear wing the HondaJet private plane would be proud of. And those wheel arches. Grr.	Bulging arches, a big splitter and two gigantic trademark tailpipes at the rear – this is a classic RS model. Yet at a glance it's almost invisible.
HOW MUCH?	Still TBC. Fingers crossed, expect to pay around R500k.	Cost estimates currently range between R525 000 and R570 000.	Estimated at around R600k. You could get a used Porsche 996 Turbo for less.
WHERE WILL IT ALL END?	Special edition powered by the *new* Ford GT's twin-turbo V6 with over 450kW. Ken Block as optional accessory, stored in the boot.	Inspired by the current aero package, Honda is working on a Civic Type R that can fly. 'It'll knock seconds off the Nürburgring time,' said an imagineer.	When asked, an Audi spokesman shrugged and said, 'At some point we'll fit a carbonfibre splitter, turn the boost up and call it the Plus version. Probably.'

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THE PERFECT 10

When the occasion calls for a touch of vintage, Richelieu 10 Year Old is the perfect choice. This gold winning* double-distilled, vintage brandy boasts a rich bouquet of aromas including chocolate, vanilla and green fig, a full-bodied palate and lingeringly smooth French Oak finish.

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Five race series to follow in 2015

Because there's more to motorsport than F1

1 WORLD RALLY CHAMPIONSHIP

WHY WATCH? These are the best drivers in the world

'GOOD DRIVERS,' rally hero Walter Röhrl once said, 'have dead flies on the side windows.' Decimating the world's insect population this year are the likes of reigning champ Sébastien Ogier and ex-F1 star Robert Kubica, who continues to combine terrifying pace with an equally terrifying tendency to crash. Legend Sébastien Loeb still can't resist returning for the occasional outing for Citroën, trading fastest times with Ogier's VW Polo WRC at the season-opening Monte before clouting a rock in a rare error – even the best get it wrong sometimes.

WHO TO WATCH: Elfyn Evans and Kris Meeke are the British hopes

WHERE TO WATCH: SuperSport

2 INDYCAR

WHY WATCH? Racing doesn't get much closer than this

WANT VARIETY? IndyCar has it. Not from a car point of view – it's a one-make chassis formula, with Honda and Chevy supplying the 522kW turbocharged engines – but where else do drivers have to face bumpy street circuits, flowing road courses and banked super-speedways in a season? The calendar includes the Indy 500, last year won by only 0.06sec by Ryan Hunter-Reay, the second-closest ever finish at the Brickyard. Ex-F1 man Montoya returned to the series last year too, scooping a win at the Pocono oval.

WHO TO WATCH: Marco Andretti – he's got the genes

WHERE TO WATCH: SuperSport

3 WORLD ENDURANCE CHAMPIONSHIP

WHY WATCH? Great cars, great tracks – including Le Mans

FRUSTRATED BY F1's stricter-than-strict technical regs? This is the antidote. Le Mans car design is as creative as it's ever been at the moment, from Porsche's V4-engined 919 to Nissan's madcap front-engined, predominantly front-wheel-drive GT-R LM. A giant leap for racing car kind, or a heroic dead end? It'll be worth tuning in to find out. Further down the pitlane, Porsche, Audi and Toyota resume their grudge match. Last season Toyota took the overall championship spoils but Audi the all-important Le Mans win. Again.

WHO TO WATCH: Nissan – will being different pay off?

WHERE TO WATCH: fiawec.com

Right now LMP1 car design is as creative as it has ever been

4 FORMULA E

WHY WATCH? It's new, it's different and it's eco friendly

YOU CAN hear the clamour of critics over the near-silent cars, but Formula E's brave new world of all-electric, road-tyred single-seaters continues to garner interest from beyond the usual sphere of die-hard motorsport fans. The Formula E season runs like an academic year, so the season wraps up with an 'ePrix' against the dramatic backdrop of Battersea Park and the old power station. The field includes plenty of enthusiastic ex-F1 drivers – at the opening round Nick Heidfeld was tipped into a scary airborne smash with Nicolas Prost.

WHO TO WATCH: It's Prost, Senna and Piquet all over again

WHERE TO WATCH: fiaformulae.com

5 WORLD RALLYCROSS CHAMPIONSHIP

WHY WATCH? Dirty driving in more ways than one

LAST YEAR the inaugural World Rallycross Championship blasted into life spectacularly, with ex-WRC champ Petter Solberg emerging the victor at season's end. Racing, on the part-dirt, part-tarmac circuits around the world, is based around a baffling system of heats, finals, legal shortcuts and sideways mayhem. World RX cars pack 450kW and bludgeon their way from 0-100kph in less than two seconds. They also sport manual gearboxes and go without stability control systems. Not for the faint-hearted.

WHO TO WATCH: Petter Solberg returns to defend his title

WHERE TO WATCH: rallycrossrx.com

Lexus LF-SA previews the mouth design for the next *Predator* movie. *Possibly*

Lexus really goes to town

Tiny aggressive city car; world's largest grille

LEXUS RECKONS that in a future world filled with autonomous automobiles (still TBC, obviously), driving could become the ultimate luxury. That this is clearly nonsense is illustrated by the concept it's chosen to associate with the assertion: not some kind of fancy sports car but this funny looking tiddler right here. It's called the LF-SA, and it's a concept city car. The Fiat 500 *maaay* be worried. Or possibly it won't.

The extraordinarily brutal styling starts with a giant rendition of the Lexus 'spindle' grille, and gets wilder from there. At just 3.4m long, 1.7m wide and 1.4m high it's shorter but squatter than an Aygo, and all-round bigger than the iQ; inside, 2+2 seating places an emphasis on the driver with a fixed seat and adjustable wheel and pedals, in recognition that city cars mostly travel one-up. Lexus has no plans for production.

Shame. Might be fun.

Lexus LF-SA: It stands for Lotsa Funky Surface Art. *Possibly*

3 Series goes three-pot!

BMW efficiency drive to bring three-cylinder power to the premium saloon sector in 2018

THE NEXT BMW 3 Series will be the most efficient yet, with at least two plug-in hybrid models and a miserly three-cylinder engine promising to dip below the 100g/km CO_2 emissions threshold. The new car, codenamed G20, will also major on improved dynamics, better quality materials and enhanced safety in a bid to reclaim ground lost to the sea-changed Mercedes C-Class.

The hybrid options will be a 1.5-litre with a 60kW e-motor good for a 48km range, and a 2.0-litre with a 90kW motor offering 80 EV km. The more conventional modular four- and six-pot engines will still account for the bulk of sales, however. The next M3/M4 will adopt electronic turbos and water injection, inspired by the forthcoming current-generation M4 GTS.

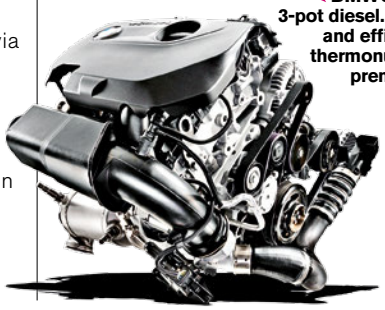
The dynamic brief is to fuse cushy ride with sportier handling, via adjustable dampers, switchable anti-roll bars, second-generation active steering and a new torque vectoring system which piggybacks ABS and DSC. Longer wheelbase, wider track, lower centre of gravity and lighter kerb weight should enhance handling and roadholding, too.

On the quality front BMW will invest in better materials for carpets, rubber seals and sill covers to re-take the premium crown. In addition the 3 Series will be a techno-tour-de-force that can park itself via remote control, stay in lane or change lanes, overtake of its own volition under certain conditions, brake when required, monitor turns and crossroads, and drive semi-autonomously on the autobahn and in stop/go traffic at up to 65kph.

Although the 3 Series cockpit looks familiar, it boasts a variety of fresh TV quality instrument graphics, a more comprehensive heads-up display, and a large colour monitor in the centre stack which blends touchscreen access, gesture control and voice activation with the existing iDrive controller.

G20 will be built on the flexible new 'cluster architecture' chassis, and will be designed with 'sharper creases and harder edges' than the current car.

Expect to see it in 2018.



BMW's TwinPower 3-pot diesel. Downsizing and efficiency goes thermonuclear in the premium saloon segment

Kia can do sexy estate cars, too

Kia Sportspace concept previews 2017 Optima wagon in surprisingly alluring style

SPORT PACE FOR SPORTSPACE?
Under the bonnet is a 2.0-litre T-GDI direct-injection turbo petrol producing 184kW and driving the front wheels

LOAD-LUGGING LUXURY
'Very black' interior features carbonfibre and aluminium, large infotainment screen and reconfigurable digital dash. Rear camera and small screen replace traditional mirror

EUROPEAN DESIGN
Designed at Kia's European HQ in Frankfurt, the Sportspace puts lifestyle ahead of load capacity with a hatchback-style tailgate, sleek lines and 20in wheels. Is this what punters want from Kia?

ROLLERBALL FLOOR
Matt leather boot floor is outfitted with 28 rolling balls to make loading easier. These then sink into a recess as soon as the ignition is started, stopping your luggage sliding about

Kia's mighty mite

Kia's new T-GDI engine embraces smaller capacity, higher efficiency & better response

Kia's all-new 1.0-litre T-GDI (turbo gasoline direct injection) 'Kappa' engine made its world debut at Geneva. Previewed in the new Kia Ceed GT Line – which we don't get in SA – the new T-GDI unit embraces the industry trend towards smaller capacity, higher efficiency units which consume less fuel and emit fewer emissions – while still delivering good response.

In Ceed GT Line application, the engine develops 88kW at 6 000rpm and 172Nm from 1 500rpm to 4 100rpm, and has been engineered to deliver lower CO_2 emissions than the 1.6-litre GDI engine already in the range.

Featuring a laser-drilled injector with six individual holes instead of simply injecting the fuel-air mixture within the combustion chamber, the laser-drilled holes, laid out in a pyramid shape, provide a more even spread of fuel and air throughout the cylinder. TSI, EcoBoost and Ecotec best beware.

Ray Leathern

Kia's jumped on the 3-pot bandwagon. This configuration will challenge the units found in the Ford Fiesta Opel Corsa

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Geneva motor show new metal riot!

Lamborghini Aventador LP750-4 SV

EVERYTHING SOUNDS better in Italian. If Ford produced an edition of the new GT called the Superfast we'd all just laugh. But the Lamborghini Aventador LP750-4 Superveloce? No-one's going to mutter about that. And if the occasional bystander thinks those SV graphics look a bit crass, no matter – you won't be around long enough to hear them. For the Aventador SV lives up to its name: it is the fastest 'series production' Lamborghini ever. A new lightweight exhaust and revisions to the variable valve timing and intake system swell the 6.5-litre V12 to 552kW at 8 400rpm – up from 515kW at 8 250rpm for the standard car – and sing to a new 8 500rpm rev limit. With increased use of carbonfibre helping reduce weight by 50kg to 1525kg, the SV gets a 10% rise in power-to-weight, enabling it to polish off 0-100kph in just 2.8sec. Which is as quick as a McLaren P1. Top speed is 350kph, retuned magnetic ride adaptive suspension and variable ratio steering sharpen the handling, while bodywork changes include fixed air intakes, extra aggression and a 170% increase in downforce.

A 170% increase in downforce? Any more sticky and you'll find the N1 stuck underneath it when you get home

A full 50kg lighter than standard and as quick to 100kph as McLaren's hardly slouchy P1

Nissan Sway

CHANNELLING JUKE and Qashqai, the Sway is only a concept, but it's a hell of a lot more exciting than the Micra. And much angrier. Details include LED headlights, glass roof and a dashboard inspired by the IDx concept. Challenging, but in a good way.

Suzuki iK-2 and iM-4 concepts

LIKE A little Land Rover Defender, the Suzuki Jimny's blend of simplicity and 4x4 prowess make it a tough car to replace. But the iM-4 concept (right) shows Suzuki is thinking of the future. Based around a new lightweight platform and powered by a micro-hybrid version of Suzuki's 1.2-litre Dualjet petrol, this proposes a safer, more stylish alternative. The iK-2 concept applies the same platform to a compact hatchback to give us a taste of the next Swift, and previews a new 1.0-litre turbo Boosterjet petrol. We'll see more next year. Suzuki, make our day.

VW Sport Coupe Concept

THIS PREVIEWS the next gen CC, although it's clear VW is planning to further distance it from the plain-Jane Passat. The four-door coupe concept is dominated by a long bonnet and a grille that sweeps into the headlights. A V6 TSI turbo petrol and two electric motors serve up 280kW with a claimed 1.7ℓ/100km. On sale next year.

Mercedes G500 4x4²

FLUORO PAINT aside, at a glance you'd think this was just another G-Class. What you're missing is a sense of scale. At 2.25m tall and 2.1m wide, the G500 4x4² is actually gigantic, being based around a bespoke chassis and the same portal axle design as the utterly bonkers six-wheel-drive G63 AMG 6x6. Described a 'near series show car' – Mercedes has already built at least three prototypes – it's powered by a variant of the 4.0-litre biturbo V8 from the AMG GT breathing through side-exit pipes. Appearing outside Melrose Arch any day now.

Simple yet sophisticated. The 570S Coupe provides an entry point to McLaren ownership. Freakishly fast for an entry-level model

This month's new McLaren

The 570S Coupe marks the first of two models that comprise the Sport Series family – the lowest rung of the three-tier McLaren line-up

THE SPORT Series might represent the gateway to McLaren ownership but the model line-up is anything but entry level. The 570S Coupe is the first of two models to be released this year and comes equipped with some serious visual fanfare and firepower to boot.

Aesthetically the 570S takes a large chunk of its inspiration from the P1 with a similar scissor door and flying buttress C-pillar arrangement that forms part of the fixed aero package. The design layout also puts the 570S more in line with models from the Super- and Ultimate Series. Other standout features include a set of bespoke 19-inch front/20-inch rear alloy wheels wrapped in Pirelli P-Zero Corsa rubber, aero blades, side skirts, a fixed wing and rear diffuser. It looks very racy indeed.

The cabin melds minimalism with usability. What we get is an interior that focuses more on day-to-day practicality than visual clout. The interior comfort and storage solutions are on par with the best in class, featuring a 144-litre front luggage compartment. The usual list of standard mod-cons includes a comprehensive infotainment system with seven-inch touchscreen, satellite navigation and Bluetooth. McLaren's 4-speaker audio system is also standard but can be upgraded to a more premium Bowers & Wilkins 12-Speaker System. Like all McLarens, personalisation is a big part of the buying process with items such as Alcantara, leather and carbonfibre trim all available to spruce up the cabin, if it's that exclusive look that you're after.

Power comes in the form of the widely employed 3.8-litre twin-turbocharged V8 generating 419kW and 600Nm of torque. These figures together with the vehicle's 1 313kg kerbweight ensures it accelerates from 0-100kph in just 3.2sec, needing just a further 6.6sec to reach 200kph on its way to a top speed of 328kph.

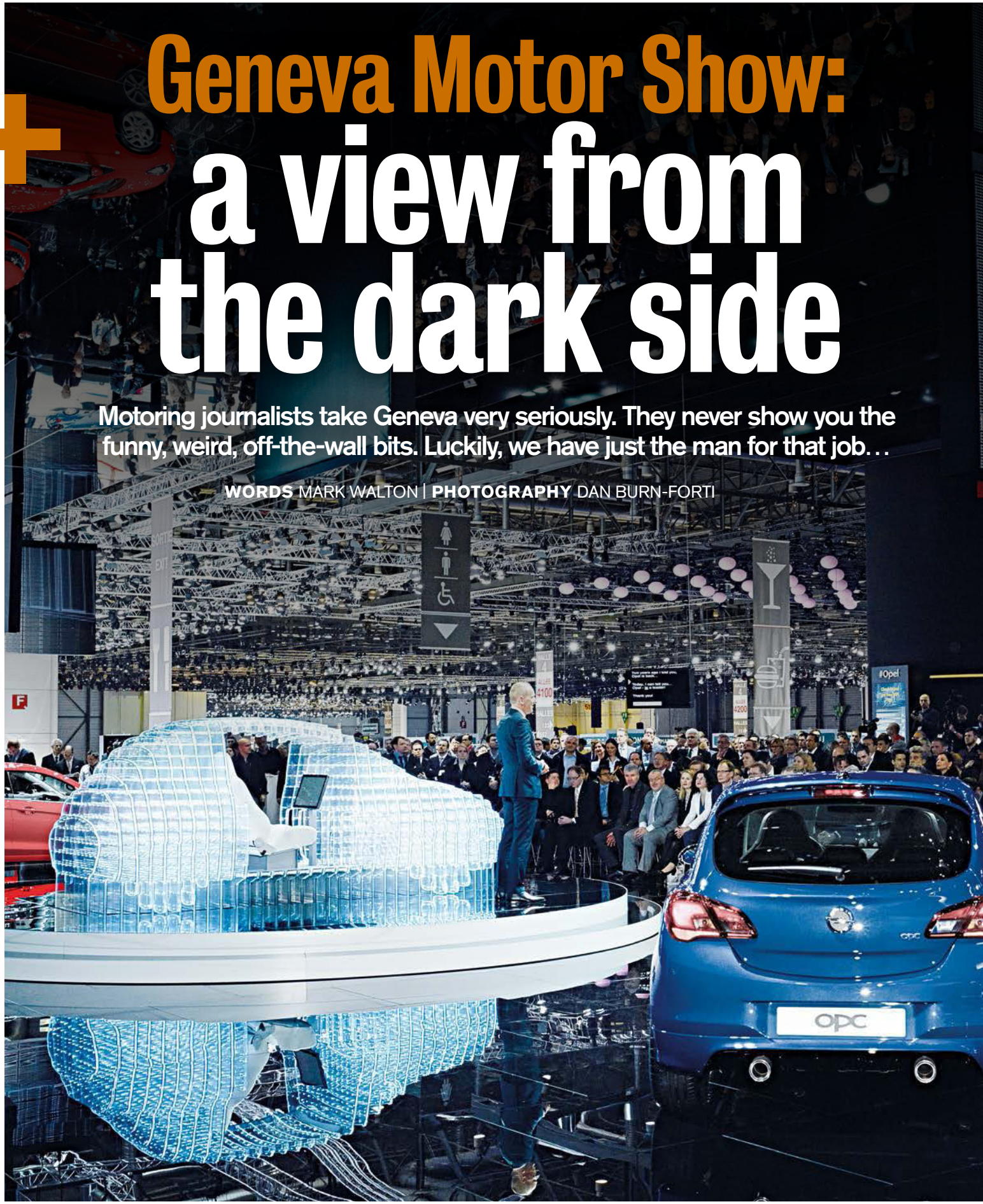
The best McLaren rear end to date. Fact

The minimalist cabin focuses on the job at hand– driving very, very fast

Geneva Motor Show: a view from the dark side

Motoring journalists take Geneva very seriously. They never show you the funny, weird, off-the-wall bits. Luckily, we have just the man for that job…

WORDS MARK WALTON | **PHOTOGRAPHY** DAN BURN-FORTI



Geneva uncovered

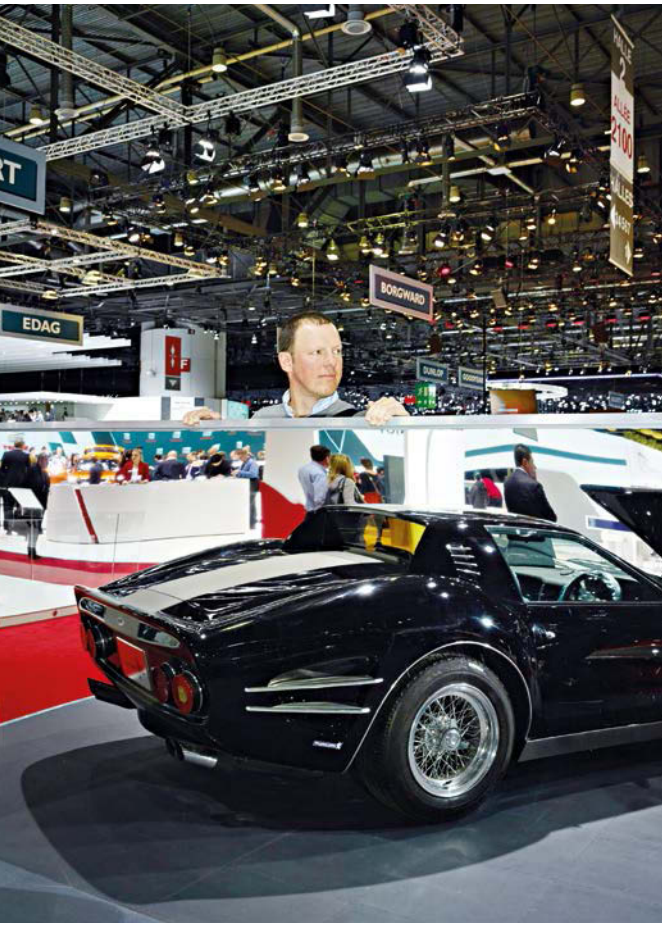
THE 76-YEAR-OLD Franco Sbarro leans forward with a twinkle in his eye, and says with a smile and a heavy Italian accent: 'My first time, Geneva, as a constructor, was 1973 – 1973 to now, every year for 43 years!' And I smile back, indulging this sweet, bespectacled little grandpa, all the while thinking to myself: 'How? How do you do it? I don't understand! How does it all stack up? Forty three years, building *this stuff*? Who buys it? What happens when the show's finished? WHAT THE HELL DOES SBARRO DO THE REST OF THE YEAR?'

I often have these thoughts when I walk round the Geneva Motor Show. A kind of disbelief. You see, while the big manufacturers launch their latest supercars and dominate the headlines, the annual Swiss 'Auto Salon' is also a magnet for the bizarre and the left field, for visionaries and crackpots, for obscure automotive dreamers who catch your eye with something freakish or grotesque. One minute you're looking at a run-of-the-mill Honda or Fiat, then suddenly you're staring at a wedge-shaped hovercar and a girl in a revealing catsuit.

None of these ideas catch on. Many of these six-wheeled bubble-car concepts are just a plastic shell with no working parts – few, if any, go into production. Yet many of these companies are back every year, taking up the same space in the same hall of the same gigantic Palexpo exhibition centre. With their mysterious names, like FAB, Phiaro, Zenvo and ED, they ▸

◂ **Weirdness is everywhere at the Geneva show. Here, a plastic igloo fitted with two car seats is used to launch Opel's OnStar wi-fi hotspot service, available in the new Opel Karl. Strange…**

▲ **Walton examines the underside of the Mercedes G500 4x4. Shortly after this photo was taken, an unknown foreign journalist dragged him out by the ankles, chuckling '*Wery wery original!*' Bizarre…**



Walton reflects on the Sbarro Memory, a GTO lookalike built on a Ferrari 400

seem to exist in a Geneva bubble, disconnected from the real world.

And when I say they take up the same space, I mean *exactly* the same spot, year after year. It's something many people don't realise about the show, until you've been a few times – there's the Renault stand at the bottom of the stairs, Nissan tucked in the corner, and Mercedes, down the back of Hall 6. The manufacturers each have their 'turf', and the traditions of the show are built up, year after year, like varnish. The eccentric weirdos are a part of that: so Sbarro has been coming since 1973; Rinspeed – another specialist in silliness – has been coming since 1979; EDAG has been showing concepts since 1999. You always know where to find them. The big Italian styling houses used to show their stuff at the once-famous Turin Auto Show, until that died in 2000, so now you'll find Pininfarina and Giugiaro here at Geneva too, often with a small, single-car stand. It's strange, how their concepts seem bang up-to-date – all hybrid power and wi-fi connectivity – yet at the same time their efforts feel like a throwback to the 1970s, with the outrageous styling, the posing models in plastic dresses, and the hopeless, sci-fi optimism. For car enthusiasts of my generation, it's hard to get the *Top Trumps Prototypes* cards out of your head.

And then there are the tuners and modifiers: German companies like RUF and Carlsson and AC Schnitzer, all displaying their wide-bodied, carbon-crusted Mercs and BMWs, on 30-inch polished alloys and trimmed with 24-carat leopard's teeth. One must-see stand at Geneva these days is Mansory. Created by the (slightly mysterious) Iranian-born Kourosh Mansory, the company started as a supplier to the auto industry back in 1989, but for the last ten years it's been creating its own extreme, re-styled supercars for the super-wealthy. We're talking customised Aventadors, Rolls-Royce Phantoms, McLarens and Astons, all tarted up and blinged-out to the max. This year there was a white and green Bentley Continental GT on the stand, tuned to 540kW and completely reskinned in carbon, yours for half a million euros; and the new Mercedes G-Wagen 'Sahara' Edition, with camo paint, 617kW and an interior inspired by falcon wings. Nice.

Mansory may be a relative newcomer, but it continues that great Geneva tradition of the extravagant, the absurd, and those three words left hanging in the air: 'What. The. Hell.' tc

The Dacia Duster… being dusted. Geddit? Photographer Dan laughed and laughed for the rest of the day

The ED Torq concept rejected the tired convention of a windscreen. The model rejected the worn-out formality of wearing underpants

Geneva uncovered

The Yazuma GT looks like a prop from a Batman movie. Its creator, Ludovic Lazareth, describes himself as a former student and 'disciple' of Franco Sbarro

◄ On press day, the media moves around the show in a pack, herded from one unveiling to the next every 15 minutes

◄ Give her a break, she's been standing in those heels for five hours, being harassed by pervy old photographers. This shot was taken by Dan Burn-Forti

▼ Inspired by the elegant wings of the falcon, the luxuriously embroidered interior of the Mansory Sahara evokes the awesome majesty of the desert

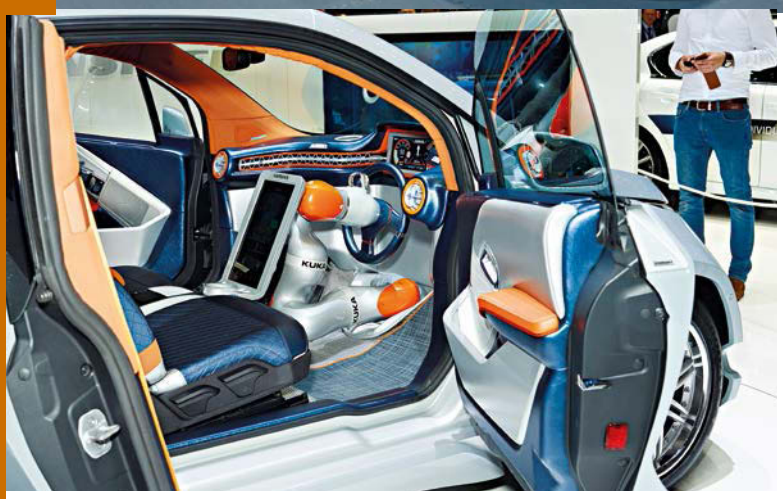
Manufacturers each have their 'turf'. The traditions of the show are built up, year after year, like varnish

The concepts feel bang up-to-date, but at the same time like a throwback to the '70s

➤ Sbarro's 2015 Geneva Show car was the Triple – with a mid-mounted 7.7-litre GM V8, three seats and a wheelbase longer than holiday coach, it was a barmy classic. Franco said he hoped to sell a handful of cars to race circuits, who could provide F1-style thrills to paying customers. Can't fail!

▼ Eurosnacks on offer on the Volkswagen stand

▲ Our man Walton chats to Franco Sbarro, Geneva legend since 1973



◄ The interior of the Rinspeed Budii featured a steering wheel on a folding robot arm. Like many Geneva concepts, don't hold your breath for the production model

Geneva uncovered

Kourosh Mansory, the Iranian founder of the Mansory tuning company, stands in front of his new G-Wagen Sahara. The price is P.O.A, and probably I.Y.H.T.A (If You Have To Ask…)

'70s-style posing girls are everywhere. The Subaru stand was relatively restrained

Every muppet is a pro snapper, especially during the Porsche RS unveil

Chinese newcomer DFSK sounds like a furniture showroom and makes cars with the aerodynamic properties of a furniture showroom

Star of the show for Walton was the SCG 003, the crazy but beautiful pet project of billionaire car nut Jim Glickenhaus. It's a bespoke road-going GT3 racer that looks like an LMP1 car

Rumour has it that the Lamborghini show girls are personally vetted by CEO Stephan Winkelmann. He has an eye for detail, apparently

COLUMN
Mark Walton

THE ENTHUSIAST

#StopTheGargoyle

'The new Nissan GT-R LMP1 racer exposes an ugly prejudice in me: front-wheel drive. Ew'

I DIDN'T THINK LAST year's Formula 1 cars were so ugly, really. I know I'm in a minority on that. The 'twin-tusk' Lotus, the 'ant-eater' McLaren, that 'cheese-wedge' Caterham that looked like it was styled with a Viking hand axe – I loved the alien diversity of 2014 F1, like the cars had all evolved at the bottom of a deep ocean trench. The contrast with this year's grid is stark – with new rules carefully constructed to get rid of the 'ugly' snouts, the 2015 cars are cloned lookalikes, and after last year's extravaganza they're disappointedly bland. To me, at least – like I said, I know I'm in the minority.

But I bet you'll agree with me on this: Nissan's recently announced Nismo Le Mans car is a crime against humanity, and its creators should be tried in some international court of motorsport bad taste (that is definitely a thing). If you've not seen the Nissan GT-R LM Nismo (and if you can stumble over its four names), let me describe it: this radical LMP1 sports racer has a twin-turbo V6 (rumoured to be a redundant Cosworth F1 engine) mounted ahead of the cockpit, under a long low bonnet, giving the car a kind of stretched, low-rider hot-rod appearance – like the Panoz of the late 1990s, only a lot weirder.

This front-mounted petrol engine powers the front wheels, and two electric motors crank the back. Which means this is essentially a front-wheel-drive Le Mans car (with occasional four-wheel drive), and the front tyres are correspondingly wider than those at the rear. It's a back-to-front monstrosity, and I've started an online hate campaign to have it banned before its maiden race, hashtag, 'Stop The Gargoyle'.

Now, you may have noticed a slight discrepancy between my first point and the second. Or you may have stopped reading after the first point, I don't know. You see, the current crop of LMP1 cars is a identikit line-up of copycat prototypes in distressingly similar liveries – there's the white Audi R18 quattro with a hint of red and grey; the white Porsche 919 with a hint of red and black; and the white Toyota TS-Whatever-It's-Called with a splash of red and blue. No iconic Gulf liveries here. Faced with such an uninspiring fog of facsimile cars, you think I'd be pleased that Nissan has come along with a revolutionary car (and painted it red). You'd think I'd appreciate the diversity on the grid. You'd think I'd be consistent.

But the new Nissan exposes an ugly prejudice in me, one that spoils everything: front-wheel drive. Ew. I know I'm never going to drive it, or notice which wheels are driven on television, so what difference does it make? And maybe it'll be really quick, win Le Mans first time out and go on to carve a place in the history books. But I'm a purist, and just the idea of a front-wheel-drive endurance racer makes me feel more than a little queasy. Front-wheel drive is for hatchbacks, for family cars, for trips to the grandparents and walking the dog. Rear-wheel drive is for the battlefield, for wheel-to-wheel combat. And I'm really worried that if the Nissan does well, other teams will follow its lead; it may start infecting other formulae, like the mid-engined revolution in the late-1950s and '60s. That started in post-war motorcycle-engined F3; it spread to F2, then Cooper introduced it to Formula 1 in 1957. It reached Indycar in 1961 (again with Cooper), and the last front-engined Le Mans winner was a Ferrari 330 TR in 1962. By the end of the decade the Miura was born.

Imagine if the same thing happens with the Nissan Nismo: the GT-R sweeps to victory at Le Mans in 2015; every endurance racer on the grid is front-wheel drive by 2018; the first front-wheel-drive F1 car appears in 2020 (probably a Red Bull). By 2025, every Lamborghini and Pagani supercar on the road has front tyres bigger than the rears.

And if F1 is willing to legislate on aesthetics alone, like they have with the new nose regulations, maybe the new front-wheel-drive Grand Prix cars will have windscreens, and towbars. Gah. Now I'm really mad. We have to stop the poison, stop the Gargoyle. See you at Silverstone. Bring a banner. tc

ILLUSTRATION: CAINE SWANSON

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PATEL TO THE METAL

Beyond the stats

Statistics, the grammar of science, tell only half the tale. For the rest, dig into the bag marked 'emotional instinct'

THE NEW AUDI RS3 has a claimed 0 to 100kph time of 4.3 seconds. Four point three! Let that sink in. To put that statistic into rather shocking perspective, this factory-spec A3 that shares the same body-in-white as a diesel hatchback will out-accelerate a V8-engined Audi R8. Further inspection of the hyper-hatch's spec sheet only serves to prolong the widening of eyes and dropping of jaws. It wasn't so long ago that power figures of more than 250kW were the preserve of only the most horny of sports cars and super saloons. And yet the seemingly never-ending German power war means Audi's hot hatch harpoon (or should that be ICBM?) in its game of Battleship with BMW M and Mercedes-AMG wades into battle with 270 big ones.

Herein, however, lies the concern. Any car boasting such prolific on-paper figures should be cause for much salivating and celebration amongst the car community, and yet it's difficult to not be a tad jaded and cynical when glazing over the RS3's press release. Ironically, this cynicism is mostly due to prior encounters with its predecessor. See, the old RS3 was arguably the car that sparked the now ever-growing hyper-hatch genre. At launch it bore a set of stats that carried with them as much shock factor as a *Grey's Anatomy* finale, never mind the fact that they comfortably surpassed all of its contemporary rivals'. I was lucky enough to worm my way behind the wheel of one for a very brief first drive, and even during such a fleeting encounter the hilariously rapid German employed every trick in its seduction army – characterful off-beat five-cylinder warble, effortless pace and seamless S-tronic gearbox – to ensure that I was longing for a longer second date.

Fast forward a few months and my persistent rubbing of the motoring genie's lamp had come to fruition. With midnight looming, many kilometres of empty highway ahead of me and only the dim glare of illuminated RS3 badges for company, I was prepared to fall head over heels in love. Sadly, it never happened. The problem was with the things a spec sheet can't tell you. Yes, it had monumental thrust and one of the best powertrains on sale, but beyond that the lifeless steering offered very little in the way of feedback and coupled with an inherent and entirely unappealing nose-heavy balance only served to prove how wrong you can be when relying on numbers to make an assumption about a driving experience. I should have known better before jumping to conclusions and yet I still felt disappointed that what looked like such a special package on paper didn't quite cut the mustard in reality. Flip the equation and there are countless cars – mostly cheap and cheerful ones – that offer smiles-per-mile far beyond what their numbers suggest, numbers which have them dismissed as 'slow' or 'boring'.

This, I feel, is an especially relevant point given a motoring landscape in which power figures are growing and acceleration figures shrinking. The petrolhead community loves to peruse the launch outputs and figures of the latest metal, and that is entirely acceptable. The issue arises when a car is proclaimed as 'better' than another based wholly on a piece of paper. To do so is to ignore the myriad tactile and emotional facets that make performance cars such wonderful things.

Not many of us have the opportunity to drive the latest metal and have decisive verdicts of our own, but, if anything, the next time you're on a manufacturer's website and considering a new toy, scroll right past the brochures and spec sheets and click only on the button marked 'TEST DRIVE'. tc

ILLUSTRATION: CAINE SWANSON

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NEXT-LEVEL VIKING

The Swedes have given us a new XC90 packed to the gunwales with sophisticated tech, sumptuous luxury and exquisite style. With it they hope to strike a blow into the heart of X5, ML and Q7 territory. Is it battle-ready? ***Wayne Batty*** *decides*

LARGE ESTATE CARS and Volvo go together like Vikings and marauding. Although interspersed with the occasional glamorous coupe, Volvo's back catalogue glitters with great wagons. Of late though, it has been those of the jacked-up SUV variety that have kept the torch alight, and none more so than the original XC90. Now 13 years after that bastion of comfort and space first landed comes an all-new one.

Given that it rides on a freshly conceived platform, debuts a brave one-size-fits-all engine philosophy and rewrites Volvo's style book both inside and out, all-new really does apply here.

As for the exterior, XC90 is the production first-fruits of Thomas Ingenlath's declaration of design intent unveiled as a scandalously beautiful trio of compact concept cars simply named Coupe, XC Coupe and Estate. While the tightly styled lines of those three harbingers have translated beautifully on the front and rear thirds of the car, it's the slabby straight-laced chunk in the middle that works hardest to appear fresh. Blame the sheer size of the seven-seater which at five metres long, two metres wide and nearly 1.8-metres tall makes even the optional 22-inch rims look more like a visual necessity than a decadent indulgence. That's not to say the design is heavy-handed, there's a masterfully delicate touch to all the details – check out the stretched rectangles that make up the vertical grille slats, the reimagined Volvo Iron Mark, the precise lines of the edgy headlamps and the 'hammer' LED light signature. Take a step back, get the entire shape in your view-finder though and it's not as bold as the XC Coupe concept suggested it might be. The R-Design version attempts to delete some of that inherent Swedish conservatism with fine geometric detailing within a sportier lower airdam, racier rim options, sleeker roof rails, silver side mirror caps and considerable interior trim changes – in short, it's the one to have.

The doors open with a light yet luxurious precision inviting you into a serene, well-made cabin so progressive it will have sent BMW's X5 interior team back to the drawing board red-faced. It's not just the light streaming in through the generous glazing, the elegance of the restrained architecture, the mix of fine materials, the 19-speaker Bowers and Wilken sound system that replicates the Gothenburg ▸

New platform, brave one-size-fits-all engine philosophy, rewrites Volvo's style book – 'all-new' really does apply

Concert Hall's acoustics or the exquisite details such as the diamond faceted drive mode wheel and engine start switch, it's the way all these elements work so harmoniously that really sets the XC90 apart.

All Volvos tend to have fantastic seats and these are yet another step forward in comfort. Three individual chairs make up the second row for maximum flexibility while the two additional seats beneath the boot floor can comfortably accommodate passengers up to 1.7 metres tall making them properly useful.

Still, the quantum leap is the tablet-like central touchscreen with its startling resolution, portrait orientation, responsiveness and flick-through menu screens. Just about everything is controlled here decimating the button count. Ahead of the delightfully crafted steering wheel is an equally sharp and glossy 12.3-inch TFT instrument display that together with the optional head-up display catapults this Volvo into the digital age.

Beneath all the Scandinavian furniture-meets-Apple cabin harmony lies all-new underpinnings – double wishbones up front and a multi-link rear axle that features a transverse leaf spring made from a composite material that saves weight and space while its versatility will ultimately cut the range-wide parts count, too. The pre-production test cars we drove were all fitted with optional air suspension crowning a sophisticated setup that pays dividends the first time you hit a bump. Regardless of wheel size – anything from 18 to 22 inchers are available – the ride is as plush as you could ever wish for. And there's a wonderful fluidity to the way it deals with corners, never feeling like the two-tonnes of high-riding SUV it is.

You will also appreciate the electrically assisted steering that, though generally quite light, feels more alive through the wheel than any recent Volvo.

➤ **Sixth and seventh seats suitable for actual adults**

VOLVO XC90 D5

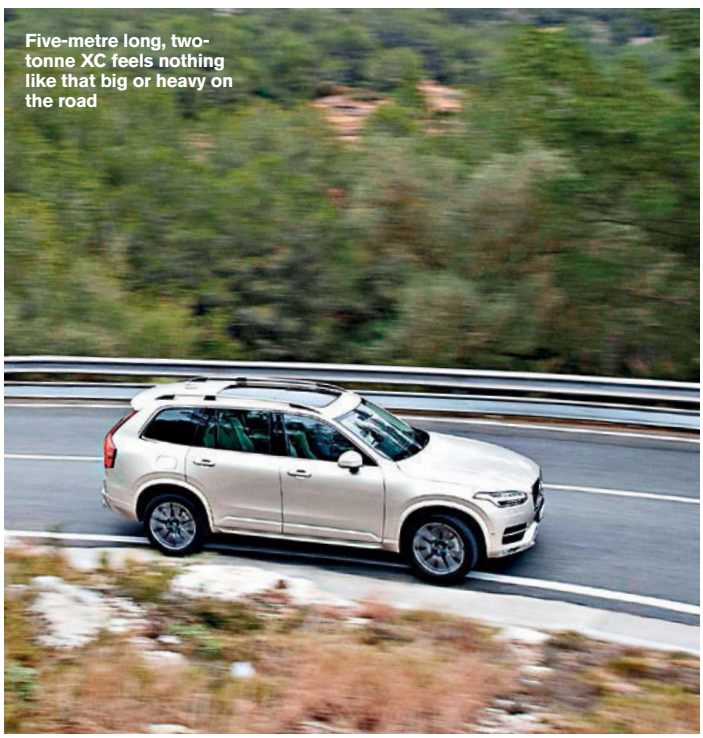
PRICE R841 000 (est)
ENGINE 1 969cc, 16v, 4-cyl twin-turbo diesel, 165kW @ 4250rpm, 470Nm @ 1750-2500rpm
TRANSMISSION 8-speed automatic, all-wheel drive
SUSPENSION Double wishbone front, integral axle with transverse leaf spring rear
LENGTH/WIDTH/HEIGHT 4950/2008/1776mm
WEIGHT 2078-2343kg
PERFORMANCE 7.8sec 0-100kph, 220kph, 5.7ℓ/100km, 149g/km
ON SALE Aug 2015

VOLVO XC90 T6

PRICE R855000 (est)
ENGINE 1 969cc, 16v, 4-cyl turbo- and super-charged petrol, 235kW @ 5700rpm, 400Nm @ 2200-5400rpm
TRANSMISSION 8-speed automatic, all-wheel drive
SUSPENSION Double wishbone front, integral axle with transverse leaf spring rear
LENGTH/WIDTH/HEIGHT 4950/2008/1776mm
WEIGHT 2078-2343kg
PERFORMANCE 6.5sec 0-100kph, 230kph, 7.7ℓ/100km, 179g/km
ON SALE: Aug 2015

Thankfully, more heft can be dialled in via the Dynamic mode. Other modes include Comfort, Eco, Off-road and Individual which allows a personalised setup and was apparently a cause of much debate. We're glad it's there allowing the ideal combination of meatier steering feel, firmer suspension and a less eager drivetrain. And why would you want that I hear you say? The answer lies in Volvo's engine line-up. Every XC90 is powered by a 2.0-litre four cylinder engine in diesel, petrol and hybrid configurations, none of which is happiest having its neck wrung.

Combine this with an eight-speed gearbox that



Five-metre long, two-tonne XC feels nothing like that big or heavy on the road

More sombre interior shades are available

Interior detailing is consistently superb

iPad-esque interface boasts startling screen resolution

when in Dynamic mode can hold gears too long and yet is either one second or a gear behind expectation when hustled through a set of corners and you soon learn this Volvo won't be manhandled but has its own, slower, more rewarding rhythm. Taking matters into your own hands via the tip-shift manual mode proves frustrating, too, as Volvo insists on employing the incorrect forwards-up, backward-down change method, plus, all the test cars lacked steering wheel-mounted gearshift paddles. X5 converts, still giddy with cabin delight will hopefully not notice. Quick, start up those engines.

First up is the D5, a 165kW/470Nm diesel that is smooth and refined and provides sufficient urge but never blows your socks off. Regardless of the gobsmacking on-paper frugality of the plug-in hybrid T8, the D5 will likely turn out to be the real-world efficiency champion of the range.

With 235kW on tap, the turbo- and supercharged T6 petrol feels immediately punchier but not spectacularly so. As you'd expect it is quieter at low revs though it must be said that all the models let in very little engine, wind or road noise adding to the sense of mechanical refinement.

Most intriguing of the trio is Volvo's headline-grabbing Brussels-appeasing T8 plug-in hybrid which adds a 60kW/240Nm electric motor driving the rear wheels to the T6 petrol engine which in this application only drives the fronts. Rather cleverly, Volvo has filled the now-void transmission tunnel with the battery pack. In theory, the T8 is three cars in one, a plug-in electric offering 40km of zero-emissions range, a traditional petrol-electric hybrid that promises to sip fuel at 2.5ℓ/100km and a bona fide performance SUV that packs a V8-rivalling 294kW and 640Nm when both combustion engine and electric motor combine. In reality, we lost one quarter of our battery charge in one (admittedly) very spirited act of entering the freeway in Pure electric mode, struggled to add any juice after feather-footing for miles in Hybrid mode and were dissuaded from using it in Power mode as though there was a large capacity V8 up front for fear of draining both the battery and the fuel tank too fast. For the record, we averaged around 10ℓ/100km over a 120km test route.

The potential is certainly there, but the execution seems lacking. A twin-turbo 4.4-litre V8-engined X5 50i still offers greater thump-in-the-chest performance all the time. While a longer trial on home turf is required to form a definitive view it's probably fair to say the T8 only exists because it's really good at acing the NEDC combined cycle's CO_2 emissions test.

Is that enough to tarnish our experience with the XC90? Absolutely not. It just means that based on these first impressions, we'd opt for the T6 R-Design with air suspension and drive it around with a slightly smug, definitely contented smile knowing we've bought a slice of prime mobile Swedish real estate that will go down as one of Volvo's greats. Crucially too, it has the refinement, all-round ability, cabin decadence and sheer desirability to make serious inroads into German territory.

The XC90 goes on sale in SA this August in Momentum, Inscription and R-Design trim with various option, driver aid and accessory packs to make it feel even more special. tc

▲ 20-inch wheels pictured are one size bigger than standard; choose R-Design trim and you can roll on 22s

VOLVO XC90 T8

PRICE R993 100 (est)
ENGINE 1 969cc, 16v, 4-cyl turbo- and super-charged petrol, 234kW @ 6000rpm, 400Nm @ 2200-5400rpm
ELECTRIC MOTOR 60kW/240Nm
TRANSMISSION 8-speed automatic, front-wheel drive with electric motor-driven rear axle
SUSPENSION Double wishbone front, integral axle with transverse leaf spring rear, optional air suspension
LENGTH/WIDTH/HEIGHT 4950/2008/1776mm
WEIGHT 2078-2343kg
PERFORMANCE 5.9sec 0-100kph, 230kph, 2.5ℓ/100km, 59g/km
ON SALE: Aug 2015

THE REAL DEAL

The Mercedes-Benz C450 AMG is as loud, as fast and as polished as the real thing. By ***Aaron Borrill***

AS IT CURRENTLY stands the best-selling AMG model in South Africa is the rabid A45 AMG. While this isn't very surprising considering its price point and explosive performance it's levelled more towards younger buyers wanting to enter the AMG fray. The Mercedes-Benz C450 AMG caters for a completely different crowd – possibly a more mature driver who wants similar performance but with a more practical and less over-the-top appearance.

It's a genuine AMG no doubt but don't expect any explosives from the visual department. As with the C63 its appearance is pretty tepid but still impressive enough to garner interest from onlookers. As such the C450 employs a single-bar grille and a sculpted front bumper with twin air intakes while the rear gets a diffuser with twin exit points. The famous AMG letters are not very conspicuous in this application and subsequently play second fiddle to the C450 and 4Matic badges prominently positioned on each corner of the boot lid.

Inside, things are far racier and you get the impression you're sitting within a proper performance machine. The cabin is beautifully crafted and features stunning details in the form of machined inserts and sculpted surfacing. The beautiful set of sports bucket seats, red seat belts, chequered instrument dials and go-faster buttons add to its allure and performance-orientated slant. If you never knew any better you'd think this was the real thing…

Resting under the bonnet is a twin-turbocharged 3.0-litre V6 powerplant. Generating 270kW and 520Nm of torque the C450 can accelerate with the best in its class boasting a 0-100kph sprint time of 4.9sec and a top speed of 250kph. Compared to

Some may find its appearnace a little disappointing but the furst rev of the twin-turbocharged V6 will put any doubting minds at ease

AMG badges play second fiddle on this machine but the sculpted bumpers, alloy wheels and tail pipes hint at its ferocity

Things are far more aggressive inside with a host of different trim choices, textures and colours adding life to the cabin

some of its AMG contemporaries the soundtrack is somewhat muted but still rousing enough to sate even the most ardent AMG enthusiast. It even pops and spits on the overrun and shoots noon day gun-like explosions from the rear on each change of gear. The brakes are one of three items borrowed from the C63. Not only are they extremely responsive they fill the driver with confidence owing to the fade-free nature allowing the driver to scrub off speed at will. The C450 is economic too and will return a claimed figure of 7.6ℓ/100km on the combined cycle. From a real-world perspective however, a figure of 9.3ℓ/100km is achievable if you drive it conservatively, which is a tough exercise on its own.

Unlike the C63 the C450 gets a four-wheel drive system as standard fare. The engineers decided this form of drive would best suit the C450 as well as further differentiate it from its bigger brother.

MERCEDES C450 AMG
PRICE Not yet
ENGINE 2966cc, V6 twin-turbo, 270kW @ 5500-6000rpm, 520Nm @ 2000-4200rpm
TRANSMISSION 7G-tronic automatic, all-wheel drive
SUSPENSION AMG ride control with double wishbone front, multi-link suspension rear
LENGTH/WIDTH/HEIGHT 4702/1810/1440mm
WEIGHT 1690kg
PERFORMANCE 4.9sec 0-100kph, 250kph top speed, 7.6ℓ/100km, 178g/km
ON SALE Mid-2016

This doesn't mean the C450 AMG isn't any less dynamic or fun to drive for that matter. The 33/67 front/rear torque split together with C63-derived suspension geometry means it can be as playful in a sinewy environment when provoked but is more civilised and controllable. The electric-assisted steering is accurate and well weighted and provides a tangible connection between the driver and the front wheels making tracing lines and clipping apexes an easy exercise.

Overall the C450 AMG gets top marks from us. Pricing is yet to be finalised but it promises Mercedes-Benz buyers a legitimate, and cheaper, alternative to the Mercedes-AMG C63, all without dumbing down much of the substance that makes AMG ownership so special. Unfortunately South Africans will have to wait a little while before getting their hands on the C450 as it's only expected on our shores around the middle of 2016. tc

MILKY COFFEE

In a small-SUV niche sparkling with personality, Opel's Mokka makes a sober entrance.

By **Peter Frost**

NO SEGMENT IS growing as fast as the small SUV market, and no wonder – the current crop of towering tots provide some of the benefits of an SUV but less pain at the fuel pumps. Or so the marketing gurus suggest. Closer to the truth is a neat dovetailing of consumers hankering for the motoring equivalent of a bigger stick in the playground, and the industry's willingness to upsize their compacts with minimal financial pain.

Cynicism aside, there are real benefits to the niche and Opel's Mokka, late to our market, takes moderately good advantage of them. Based on General Motors' generic Gamma II platform (shared with the Chevrolet Aveo) it offers the all-important high driving position, is substantial in feel, well-built and moderately capable on dirt, sporting as it does a set of effectively rugged 205/60 R 17 tyres (it is the 60 that is important, the ratio of the side wall to the tyre). There is no diesel or 4x4 variant offered. Opel, oddly, suggests that it will compete with the Hyundai ix35, but that's wishful thinking – this is a smaller-engined, small SUV selling in the upper reaches of that ever-expanding niche, and buyers will likely be 'lifestyle' trendies rather than families.

Design-wise, a clumsy rear end upsets the overall exterior balance, and inside, Opel's new-generation clarity and quality, otherwise commendable, is let down somewhat by a largely commonplace layout; there are no clever seating configurations, only a 40:60 flip-up rear seat squab. Space, or at least perceived space, feels tight too. A high waistline accounts for this, with less glazing than is common in this category.

On the road the 1.4 turbo, with an automatic gearbox, lacked the finesse or the grunt of the Peugeot 2008's 1600 unit, the bravery of the Renault Duster's equally energetic 1600, or the character of the Ford EcoSport's sweet little three cylinder, one-litre mill. Quite why the marvellous new three-pot, Adam-derived SIDI engine was not used is a mystery, likely nixed by still-mending, bean-counting parent General Motors. There is nothing inherently amiss with the mostly capable, comfort-orientated chassis and steering, and most will find it an agreeably neutral experience. It pitches under heavier braking but stays composed in faster cornering, admirably so for such a top heavy, slab-sided car.

The real trouble however, is in a segment driven by ruby red individualism and creativity – think the rejuvenated Nissan Juke and the upcoming, mad-as-monkeys Citroën Cactus – the Opel feels altogether rather beige, and customers may scratch their heads trying to discern what those marketing types call its USP (Unique Selling Point). But perhaps that is the point. It's a blender this Mokka, and will likely prove popular among the less ostentatious out there.

Time will tell. tc

OPEL MOKKA 1.4T ENJOY AT
PRICE R298 500
ENGINE 1 364cc 16v turbo 4-cyl, 103kW@6 000rpm, 200Nm@1 850-4 900rpm
TRANSMISSION Six-speed automatic, front-wheel drive
SUSPENSION MacPherson strut front, torsion beam rear
LENGTH/WIDTH/HEIGHT 4278/1764/1658mm
WEIGHT 1350kg
PERFORMANCE 9.9sec 0-100kph, 190kh, 6,6ℓ/100km, 197gkm CO2
ON SALE Now

Neat, clear and sensible – Opel's new ergonomics better than most

TAKE TWO

New energy, new car, new attitude – the Mazda2 may just have what it takes to lead the marque out of the shadows By ***Angus Thompson***

IT HAS BEEN a busy six months for Mazda SA. Strong recent sales have made it the fastest growing car brand in SA, claiming 1.2 per cent more of the total market thanks to impressive performances from the new Mazda3 and revised CX-5. According to Mazda SA's MD, David Hughes, 'More Mazdas were sold in SA in January and February this year than in markets such as France, Belgium, China, Italy and Austria. While we're happy with this we haven't made a big thing about it. Arrogance and complacency is not what we do. You just don't take a premium position, you earn it by looking after customers and protecting their residual values.'

It is fair to say the company's R80-million relaunch has met its initial targets, and yet, there's potential for much more, starting with the all-new Mazda2 which has already been awarded a 5-star Euro NCAP status, the 2014/2015 Japanese Car of the Year title and the prestigious Golden Steering Wheel award in Europe.

The B-segment, in which the Mazda2 competes against cars such as the Volkswagen Polo, Hyundai i20 and Renault Clio, accounts for 17 per cent of the local passenger market. Due mostly to the powertrains on offer, this segment makeup has been largely dominated by petrol engines (92%) and manual transmissions (88%) in terms of sales. While the Mazda2 will contest for petrol-engine market share with an 82kW 1.5-litre in both six-speed manual and automatic versions, a 77kW 1.5-litre turbodiesel model coupled to a six-speed automatic transmission has the potential to be a genuine game-changer.

Given the congestion on SA's roads and ever-increasing monthly fuel costs, this efficient (4.4ℓ/100km) two-pedal option is the pick of the range. A 1 000km-plus range on its 44-litre tank is a serious USP over rivals.

Available in four different trim levels ranging in price from R188 000 to R259 900 for the range-topping diesel-powered Hazumi the well-specced Mazda2 also represents excellent value against its major rivals. While the Mazda2's visual appeal, premium feel and sporty dynamics all reinforce its attraction over its staid competition, it's the model's impressive fuel consumption, low emissions and strong sense of quality throughout its interior that makes it hard to ignore. Luggage space too is generous for its size while dual front airbags, Isofix child seat anchors, ABS with EBD and keyless entry are all standard fare.

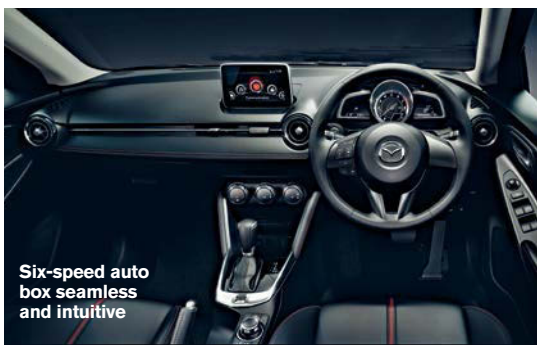
There's also a deeper level of quality and strength in the chassis without compromising weight or the nimble agility and fun-to-drive nature of its predecessor. The 1.5-litre turbodiesel offers great in-gear acceleration with no noticeable lag or delay in response. With 77kW and 250Nm of torque under foot, transitions through the six-speed automatic box are seamless and intuitive. Under local conditions, the SA specification models exhibited sharper steering feel off centre and reduced body roll on turn-in than the Japanese specification units we drove last year. Overall, the handling is nimble and dynamic, rewarding the driver through every turn.

With the prospect of the exciting new CX-3 compact SUV as well as a facelifted version of the current BT-50 arriving in the last quarter of this year, there appears little to suggest Mazda SA shouldn't continue on its upward sales trajectory. tc

▲ The 1.5-litre turbo diesel promises 1000km-plus range. Looks good too

MAZDA2 1.5 ACTIVE MANUAL
PRICE R188 000
ENGINE 1 496cc Inline 4cyl, 16v, DOHC, 82kW@6 000rpm, 145Nm@4 000rpm
TRANSMISSION Six-speed manual, front-wheel drive
SUSPENSION MacPherson strut front, torsion beam rear
LENGTH/WIDTH/HEIGHT 4 060/1 695/1 495mm
WEIGHT 1 045kg
PERFORMANCE 12.2sec 0-100kph, 188kph, 5.5ℓ/100km, 130g/km CO_2
ON SALE Now

MAZDA2 1.5 DE HAZUMI AUTO
PRICE R259 900
ENGINE 1 499cc Inline 4cyl, 16v, DOHC, turbodiesel, intercooled, 77kW@4 000rpm, 250Nm@1 500-2 500rpm
TRANSMISSION Six-speed auto, front-wheel drive
SUSPENSION MacPherson strut front, torsion beam rear
LENGTH/WIDTH/HEIGHT 4 060/1 695/1 495mm
WEIGHT 1 075kg
PERFORMANCE 12sec 0-100kph, 179kph, 4.4ℓ/100km, 115g/km CO_2
ON SALE Now



Six-speed auto box seamless and intuitive

PLUG IN AND PLAY

Premium electric urbanites are now a thing thanks to BMW's gifted i3. By ***Wayne Batty***

THE IRONY ISN'T lost on many – in the year South Africa faces its deepest electricity supply crisis, BMW launches its 'Born Electric' i-series of cars. But don't let a non-existent fast-charge infrastructure and a half-bar starting price put you off because the i3, like its i8 brother, is a remarkable achievement.

Sure, it's not conventionally pretty, but it is look-twice arresting and it simply refuses to be anything other than a futuristic BMW, retaining a double kidney grille (non-functional) but ditching the Hofmeister kick for a stepped window line and a 'floating roof'. U-shaped lamp unit graphics, high-contrast two-tone paint with optional blue accents, minimum 19-inch rims and coach doors mean it's as inconspicuous in traffic as a stretched pink Hummer ferrying Lady Gaga.

Inside, BMW's designers have made great use of the blank sheet that Project i has afforded them. That's reflected not just in the roominess, 260-litre boot and flat floor created by the alternative drivetrain packaging, but also in the layered minimalism of the facia architecture and the broad array of materials used. Padded fabrics, thick grain leather, soft-touch plastics and smooth satin surfaces in black plastic or wood coupled with a recycled felt-like material combine to create a refreshingly new BMW cabin experience. Apart from the steering wheel switchgear, iDrive rotary controller and the Driving Experience Control switch, very little has been taken wholesale from the general BMW parts bin.

Sprucing up the trim from standard Atelier to Loft, Lodge or Suite amps the ambience even more. Our launch unit was trimmed in Lodge, a R24 900 option that may as well have been lifted straight from a slick Scandinavian airport business lounge. The seats are finished in a mix of olive leaf grained leather and textured woollen fabric, the dashboard in open-pore Eucalyptus and the steering wheel in Carum Spice Grey leather with satin silver inlay.

You settle in quickly on seats set higher than usual and with better all-round visibility than you'd expect from a modern car. Press the Start button and twist the bespoke drive selector to D. Switch your foot from brake pedal to accelerator and hang on as the car launches forward in electro-typical unnerving silence. Having 125kW at your disposal in

▲ Sci-fi finally comes to Brakpan and Bellville. You can have one tomorrow

a rear-drive urban runabout is noteworthy enough, but it's the 250Nm of torque that really makes friends and influences people with ridiculous ease. It's so instant and so linear in its delivery you'll be a mobile concertina in no time – back off to create a gap, then close it as quickly as possible, and repeat. There's absolutely no reason to doubt the zero to 100kph claim of 7.2 seconds. Surely eco cars have no right to be this fun? It's also when lifting off that you realise you hardly ever need to use the brakes so efficient is the regenerative braking at slowing the car down. It takes just a few minutes for your brain to compute, but you're soon happy with the single-pedal driving technique. The i3 is also pretty tidy around corners despite the narrow 155/70 or optional 175/70 section rubber. You can thank the low centre of gravity and lightweight carbonfibre construction that keeps the mass below 1 200kg for that. It all seems idyllic until the unavoidable question of range hits you hard. Just how long can you keep up this spirited driving for?

Driven with zero enthusiasm in Comfort mode the official estimate is between 130 and 160km. Our short stint behind the wheel suggested you'd be doing well to get more than 120km out of a full charge. Not enough of a cushion for you? Don't despair, BMW's twin-barrelled approach is to offer a cheaper, purer battery-only model (BEV) alongside a costlier, heavier, more useful range extender (REX) version. REX adds a nine-litre tank feeding a 647cc two-cylinder petrol engine/generator that exists solely to charge the battery. It does not drive the wheels but practically doubles the estimated range to around 300km. Depending on the supply source charge times vary from 30 minutes at a dedicated fast charging facility to eight hours on a domestic system.

No gearknob, obviously, just press and go. And 125kW on tap means plenty of go

BMW i3 REX
PRICE R595 000
ELECTRIC MOTOR Asynchronous, 125kW @ 4800rpm, 250Nm
GENERATOR 647cc, 2-cyl petrol, 28kW@5000rpm
BATTERY 18.8kWh Lithium ion
TRANSMISSION Single-speed automatic, rear-wheel drive
SUSPENSION MacPherson-type strut front, multi-link rear
LENGTH/WIDTH/HEIGHT 3999/1 775/1 578mm
WEIGHT 1 315kg
PERFORMANCE 7.9sec 0-100kph, 150kph, 0.6ℓ/100km, 13g/km
ON SALE Now

Standard equipment includes Business navigation, iDrive controller with 6.5-inch display, Bluetooth, USB and Aux ports, aircon, cruise control, tyre pressure monitor, rear parking sensors and a 5-year/100 000km maintenance plan. An i3 BEV starts from R525 000 while a REX begins at R595 000.

With every desirable option ticked including 20-inch wheels, a Suite interior, metallic paint, LED headlights, 12-speaker Harmon Kardon audio, Professional navigation and driver and parking assistance packs, amongst others, an i3 REX will knock R750k off your bank balance. Regardless of how premium it feels and how great it is to drive, all that buys you is a fun four-seater city car with limited range, which makes the i3 very much a niche purchase even for the wealthy. Still, they won't be buying it because it's electric, they'll buy it because it's cool. TC

CONQUERING GAUL

Peugeot claims its 2014 European Car of the Year-winning 308 blends French style with German quality and Swiss precision. Will that mix charm South Africa buyers, too? ***ANGUS THOMPSON*** *gets behind the wheel*

THE NEW 308 is the first model to break with the brand's consecutive naming convention introduced back in 1929 with the 201. Traditionally, the newcomer would have been badged a 309 – to follow on after the 307 and 308 generations, but will now simply be referred as the new 308.

Two models form the initial South African line-up: the 1.2 Active and 1.2 GT Line, both powered by a 1.2-litre three-cylinder turbocharged petrol engine in two outputs. Although there are no plans for any of Peugeot's legendary diesel powertrains to be included, automatic transmissions will be available from January 2016. Peugeot South Africa has also said that a more powerful petrol version will be added in June this year followed by the SW estate derivative due in September.

For now, the R275 900 308 Active's 1.2-litre e-THP 110 engine offers 81kW and 205Nm of torque mated to a five-speed manual gearbox. A new, lightweight platform, codenamed EMP2, shaves 140kg off the kerbweight compared with its predecessor resulting in improved dynamics and a power-to-weight ratio of 75kW/ton. This sees the Active dispose of the 0-100kph sprint in 11.1 seconds while returning a claimed fuel consumption figure of 4.6ℓ/100 km on the EU combined cycle. The high-spec GT Line (R329 900) which we drove on the 308's local

The 308's driver-focused iCockpit is dominated by a large 9.7in LCD screen which allows for a very clean, uncluttered interior design

Angular, organic, sensual, practical – new 308 is nothing if not contradictory

launch uses a six-speed manual gearbox to transmit the higher power and torque figures of 96kW and 230Nm respectively. While the 88kW/ton ratio of the GT Line betters that of the entry-level model, 0-100kph acceleration is still fairly gradual at 9.6 seconds. The three-cylinder's torque is easily accessible throughout the six ratios delivering excellent in-gear tractability once the 308 is up to speed.

The main highlight of the turbo triple however is its impressive (claimed) combined cycle consumption of just 4.8ℓ/100km. In an independent test conducted at the Almeria circuit in Spain, a 1.2-litre 308 set a new European consumption record, travelling 1 810km on its 51.4-litre tank. Granted, conditions were ideal, but that translates to a scarcely believable average consumption of just 2.85ℓ/100km.

The new 308's improved sense of quality is apparent the moment you step inside and the materials are a quantum leap forward over any Peugeot before it.

On the road, as you attack the first set of bends, the platform's newfound agility and improved driver engagement are immediately apparent, the entire experience characterised by a lightness throughout the switchgear and steering controls. The 308's engineers opted for a smaller diameter steering wheel for better turn-in and response offering more communicative engagement through the front end. There's plenty of feedback, but the steering action is still fairly elastic. It's a unique steering approach, but the balance actually works. Interior refinement, visibility and innovative packaging have improved overall ergonomics too. The only gripe I had was that the top of the steering obscures one's view of the recessed dials on the high level dash.

All in all, the 308 is the best Peugeot I've ever driven and can only further improve the market's perceptions of the brand in the immediate future. tc

PEUGEOT 308 1.2-LITRE GT LINE

PRICE R329 900
ENGINE 1 199cc 3cyl in-line, turbo, 96kW@5500rpm, 230Nm@1750rpm
TRANSMISSION Six-speed manual, front-wheel drive
SUSPENSION MacPherson strut front, torsion beam rear
LENGTH/WIDTH/HEIGHT 4253/1804/1457mm
WEIGHT 1090kg
PERFORMANCE 9.6sec 0-100kph, 207kph, 4.8ℓ/100km, 110g/CO2
ON SALE Now

VANGUARD DRIVE

BMW's executive MPV lands right in the middle of the Mercedes-Benz B-Class nest. Expect feathers to fly

WORDS PETER FROST | **PHOTOGRAPHY** PEET MOCKE

FEW LAUNCHES, CERTAINLY BMW launches, have caused as much chatter as the 2 Series Active Tourer. Much of the noise has been around the fact that it is the company's first mass-produced front-wheel drive car. Munich's *reason d'etre* has long been to make driver's cars, and they suggest that a longitudinal, front engine, rear-wheel drive system is the only way to achieve an ideal division of labour. Cue the Tourer, a transverse, front-wheel drive mum's taxi that looks more like a Mark 1 Renault Megane than an M3. No wonder feathers are ruffled.

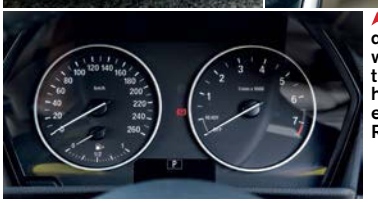
All of which is to miss the point entirely. As BMW has finally accepted, customers in this segment are more concerned with whether they will be able to wipe baby spit off the upholstery and fit a GT Zaskar in the back than getting sideways in the tightening right hander through Wesbank. The larger question of brand dilution is another matter. Here essentially it's about – does the Tourer work, and will you want one?

First impressions

Want one? At first glance, possibly not. The bulbous 5-door hatchback, charitably, takes some getting used to. The good news however is that over the test period the Falstaffian carrier morphed, if not into exactly a beauty, then at least a passable exemplar of functionality. Indeed, form follows function, with a long wheelbase and high roofline helping to swell interior volumes. To help mask both of these, a series of deep creases along the flanks break up the sheer scale of the sheet metal. The effect is mostly positive, but little can be done to hide the car's top-heavy aspect. Light colours and larger, optional 18-inch wheels make a significant difference (the standard 16-inch items are laughably petite), but this is never going to be a BMW that stops traffic. ▸

BMW 218i Active Tourer

BMW 218i Active Tourer



Detailing and quality on a par with the best of the breed; bi-LED headlights an eye-watering R13k option

Inside

Where the transverse, front-wheel drive setup really pays dividends is in the cabin. Bereft of the characteristic transmission tunnel, the interior is exceptionally spacious. Bizarrely, the test vehicle was finished in cream – both leather and carpets – entirely at odds with the car's intended uses. Three minutes with bikes and babies will turn the pristine Bavarian sandscape into a disaster of oily stains. Predictable though the ubiquitous black-on-black interior is, it makes much more sense.

Though the chassis itself is no higher than a conventional hatchback, the front seats are raised to BMW X1 height; giving the now *de rigueur* MPV elevated driving position. In the back, the bench separates into a 40:20:40 split that can also slide and recline, to create extra space in the already commodious boot. Legroom is exceptional, though headroom suffers somewhat from a narrowing cabin as it tailors toward the hatchback. That hatchback can be made to open by means of the kick-the-cat-out-from-underneath-the-car manoeuvre, a sideways swipe of your foot that more often than not results in scattered groceries and a purple mist of invective.

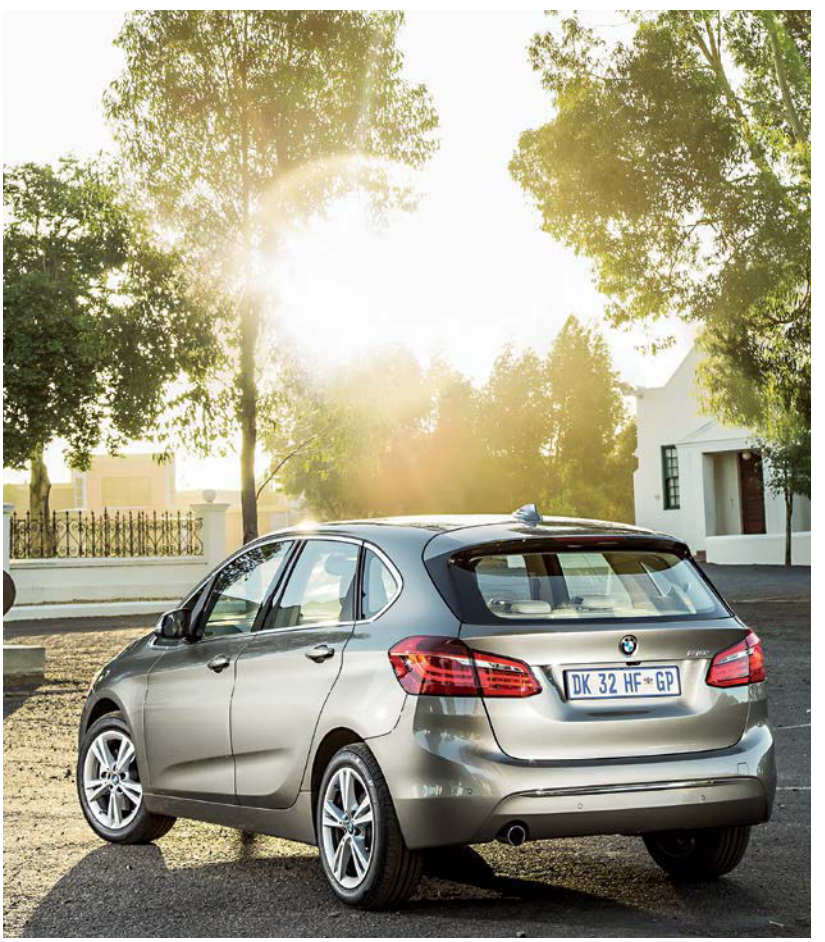
Up front the driver is well catered for. In their effort to accent the executive and downplay the MPV, materials are excellent, sturdier and classier than a 1 or even 3 Series, befitting instead a 5 Series interior. Heeding calls from 1 and X1 owners, BMW have filled the cabin with storage spaces, the most useful being the driver cubby under the steering wheel. They are rubber lined too, meaning no rattles, another issue from the past dealt with.

Controls are vintage BMW, the cockpit effect giving a sense of heightened control. There is clarity of use too; the inevitable iPad-like 6.5-inch centre mounted screen brings together all necessary visuals for the iDrive system, in neat folders and subfolders. The graphics get ever better and it is now a doddle to access everything from Bluetooth to optional apps for Facebook and other social platforms.

Cream-on-cream interior looks smart but won't pass the active lifestyle test. Latest iDrive intuitive, simplicity itself to use

On the road

The bulbous BMW is a curate's egg on the road – good in parts. Its most impressive party trick is the cracking 3-cylinder turbo petrol engine, the same 1 500cc machine found in its English cousin, the current Mini. It is a revelation, a cutting edge example of what contemporary technology can achieve – responsive, immediate, ever willing and seemingly unburstable. Most of all it is fun, a welcome quality in a segment generally about as



No, those are not the drive wheels - but BMW's first FWD car is as entertaining as its siblings

much fun as the morning medicine round at an old age home. There are three drive options selectable from the centre console, Sport, Comfort and EcoPro, and the Sport setting genuinely changes the character of the car, Jekyll standing aside for Hyde.

The much-discussed front-wheel drive aspect proves to be something of a non-story on the road; only true petrolheads will notice the difference. Rather more noticeable is the height and mass of the car, which truly dictates on-road behaviour. This is a large, tall MPV, prone to some wandering at speed in a side-wind, though the general sense is of a well-balanced, neutral character. Laden, it must work relatively hard to achieve BMW-like rates of progress and with this comes the resultant spike in consumption, a common turbo trait. The Active Tourer, more than most, will reward and punish according to your right foot appetite.

In terms of ride, there is an obvious bias in setup towards sport rather than comfort, predictable given the Tourer's active lifestyle pretentions, but perhaps too much so. It can be noisy as well, a combination of wind roar from the sizeable A-and B-pillars, tyre rumble from the (optional) 17-inch wheels and the inevitable cockpit boom so prevalent in large, mono-volume MPVs.

Long live the new king?

All of which is moot to an audience looking for a spacious, trendy carrier of people and goods. In these two crucial departments the Tourer scores highly, with enough reflected glory from the BMW brand to win instant customers, and plenty of space to welcome them in. But Mercedes-Benz has upped the game with its recently rejuvenated B-Class, now a far better product – and crucially, far trendier, especially in AMG Line specification. BMW has done enough to compete on par, but arguably not enough to dethrone the king. That said, this is a taste issue as much as a package discussion, and it's likely the debate will divide households. To your corners… tc

MEET THE RIVALS

MERCEDES-BENZ B-CLASS B200 AUTO

PRICE | R407 223 **ENGINE** | 1595 cc, 4-cyl petrol, 115kW @ 5300rpm, 250Nm @ 1250-4000rpm **TRANSMISSION** | 7-speed dual-clutch auto, FWD **STATS** | 8.4sec 0-100kph, 220kph, 5.5ℓ/100km, 129g/km

MINI COUNTRYMAN COOPER S AUTO

PRICE | R423 543 **ENGINE** | 1598 cc, 4-cyl petrol, 140kW @ 5600rpm, 240Nm @1600-5000rpm **TRANSMISSION** | 6-speed automatic, FWD **STATS** | 7.9sec 0-100kph, 214kph, 7.5ℓ/100km, 175g/km

OUR CHOICE: The freshly facelifted Mercedes-Benz is more versatile and is now a very decent drive, but the BMW rides better, has the classier interior and is more economical. Close call – the Merc's robust values may close the deal

BMW 218i ACTIVE TOURER AUTO

SPECIFICATIONS

ENGINE	
Type/layout	Three-cylinder in-line turbocharged petrol
Valvetrain	12v Valvetronic DOHC
Displacement	1499cc
Bore x stroke	82x94.6
Compression ratio	11:1
Power (kW)	100kW @ 4500-6000rpm
Torque (Nm)	220Nm@ 1250rpm
Power-to-weight ratio	73.5kW/tonne
Fuel supply	Direct injection
Recommended fuel	95 unleaded

TRANSMISSION

Six-speed steptronic

1st	2nd	3rd	4th	5th	6th	R
4.46	2.50	1.55	1.14	0.85	0.67	3.18

Final drive	3.94

CHASSIS & BODY	
Layout	Transverse/ front-wheel drive
Body/frame	Steel, monocoque
Drag coefficient (Cd)	0.26
Brakes front	Ventilated disc
Brakes rear	Discs, solid
Wheels	17-inch alloys
Tyres	205/55/R17 Bridgestone Turanza
Steering	Rack and pinion, electric assistance
Steering ratio	15.7:1
Turns lock to lock	n/a
Turning circle	11.3m
Suspension front	MacPherson strut
Suspension back	Multi-link

PRICING	
List price	R396205
Price as tested	R513200

Standard equipment

Multifunction for steering wheel; Sport leather steering wheel (3-spoke); Runflat tyres; Locking wheel bolts; Performance Control; Emergency spare wheel; Alarm system with radio remote control; Automatic tailgate operation; Velour floor mats; Smoker's package; Armrest, front; Storage compartment package; Seat adjustment, rear seats; Front fog lamps; Rain sensor and automatic headlight control; Cruise Control with Brake Function; Intelligent emergency calling.

Optional equipment as fitted

Panorama glass sliding/tilting sun roof, electrically operated (R16100); LED headlight system (R12800); Luxury Line (R25900).

SAFETY

ABS with EBD and Emergency Braking (BASEBA), Electronic Stability Control,Traction control, Driver and front passenger lateral and curtain airbags, seat belt pre-tensioners with force-limiters, unfastened seat belt warning for all seats, immobiliser, rear ISOFIX mounting points, speed limiter, remote central locking.

WARRANTY/SERVICING	
Warranty	2-year/unlimited
Maintenance plan	5-year/100000km
Service intervals	Determined by OBC

DIMENSIONS, WEIGHT & CAPACITIES

Length	Width	Height	Wheelbase
4342mm	1800mm	1555mm	2670mm

Ground clearance	156mm
Kerbweight	1395kg
Seating capacity	5
Luggage space	468ℓ
Utility space	1510ℓ
Fuel tank size	51ℓ

TEST RESULTS

ACCELERATION	
Speed	Time (sec)
0-60kph	4.27
0-80kph	6.66
0-100kph	**10.11**
0-120kph	14.85
Quarter mile	117.32sec/127.9kph
Top Speed	205kph
Speedo calibration (120kph/error)	118kph @ -1.6%

OVERTAKING	
Speed	Time (sec)
60-100kph	6.68
80-120kph	7.19

BRAKING	
Ave. speed to zero	Time/distance
100-0kph	3.34sec/36.1m

FUEL ECONOMY	
Claimed	
Urban cycle	6.4ℓ/100km
Extra-urban cycle	4.6ℓ/100km
Combined cycle	5.2ℓ/100km
CO_2 emissions	122g/km
Actual	
Test route	80km
Consumption	6.4ℓ/100km
Cruising range	800km

TEST CONDITIONS	
Odometer reading	1540km
Temperature	31degC
Wind	Breezy
Location	Killarney Raceway

SUBJECTIVE

AVE. SCORE PER CATEGORY OUT OF 10	
Driver enjoyment	7
Engine	8
Gearbox	7
Steering	6
Brakes	7
Ride	7
Handling	6
Exterior styling	5
Interior styling	8
Seats	7
Luggage space/utility	8
Ergonomics/controls	8
Value for money rating	7
OVERALL PERCENTAGE	**70%**

MANIC STREET SCREECHER

All the noise, all the grip and all the power cocooned in a more refined, comfortable and stylish package

WORDS AARON BORRILL | **PHOTOGRAPHY** PEET MOCKE

Renault Megane RS 265 Lux

WE'VE ALWAYS HAD a soft spot for the Renault Megane RS. It's been our number one choice in the segment for a while now due to its uncompromising power, handling and value for money and there's no sign of it relenting. The last few months has seen a rejuvenation of the Megane range with the introduction of the GT-Line and GT Turbo, and now the granddaddy RS has also been given a visual overhaul, both inside and out. The model you see here is the RS 265 Lux, the only RS model currently available. However, don't be put off by the 'Lux' moniker because this machine is as focused and frenetic as any of its forebears.

A menacing figure

Of the many Megane RS models we've tested, none have sported this beautiful Sirius yellow paint job, a very serious shade if you've got R20 000 to spare, which accentuates every curve and crease. Despite its age the Megane still manages to project a modern appearance, especially in three-door configuration. While the amendments aren't very radical it does bestow the RS with the ▸

Renault Megane RS 265 Lux

mandatory muscularity that defines the modern hot hatch. Visual tweaks include a new bumper along with F1-style blade inserts; daytime running LEDs and a new bonnet and grille. The rear end gets a diffuser with centre-mounted exhaust exit point. Apart from these changes the anthracite multi-spoke 18-inch alloy wheels and gloss-black door handles and side mirrors provide a striking contrast to the vivid colour scheme.

Control room

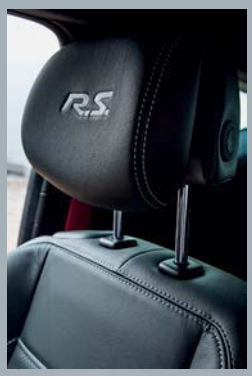
Inside things are much the same as before but that's a good thing – why change a winning formula? The RS feels more polished than its predecessor with comfier sports seats that result in a more relaxed driving position. As expected the cockpit has been designed around the driver so there are a fair number of racy touches about. The faux carbonfibre panelling on the dashboard, RS-branded clusters and side sills, aluminium pedals and embroidery on the seats and steering all add to the sense of occasion. As do the red seatbelts, matching steering wheel stitching and trim detail. While the three-door architecture lends a sportier mien it does inhibit access to the rear compartment, forcing occupants to contort in order to get inside. The coupe door layout and recessed B-pillar also means reaching for the seatbelt can be a frustrating and tiresome exercise.

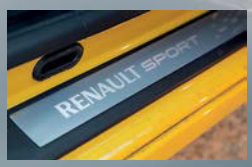
Four-pot firepower

Push the start button and the engine bursts into life, providing one of the best hot hatch soundtracks around. Like its predecessor the RS Lux cranks out 195kW/350Nm from a 2.0-litre four-pot turbo motor which dispenses max torque from 3 800rpm. The rich spread of rotational force results in minimal gear changes and an urgent injection of in-gear acceleration – just the way we like it. Power is delivered to the front wheels via a slick-shifting 6-speed manual transmission. It's fast. Hooked up to the timing equipment the RS completed the 0-100kph sprint in 6.51sec while covering the 60-100 and 80-120kph tractability benchmarks in 4.2 and 6.6 seconds respectively. Top speed is limited to 250kph. Its performance abilities are underscored by a loquacious turbocharger and induction roar which fills the cabin when the throttle plate is wide open. In fact the hissing turbocharger sounds a lot like the Incredible Hulk blowing through a drain pipe as it rams oxygen into the combustion chamber. These sound effects never get boring, especially when the selection of another gear sends a canon-like explosion out the rear as unburnt fuel ignites in the exhaust plumbing.

Like the performance figures the Megane RS's stopping power is also very impressive. A powerful set of Brembo anchors help bring it to a stop from 100-0kph in just 2.97sec and 34 metres. And fuel economy? Well, don't expect the frugal tendencies of a downsized turbo but if you're not too aggressive on the throttle you can return a figure as low as 8.5ℓ/100km.

Despite one or two subtle tweaks the cabin remains unchanged. That said, it's still a focussed and driver-orientated environment





▲ RenaultSport badges lay scattered about the cabin and exterior. This is a race-bred hot hatch after all

The art of balance

While the Megane RS gallops like an enraged wildebeest in a straight line it's in a serpentine environment where it really dominates its adversaries. Much of its handling finesse is a direct result of the RS-tuned chassis which delivers both a comfortable and balanced ride. The ride quality in fact feels notably softer than the RS Cup. The steering is telepathic – beautifully weighted, accurate and full of detail. It's just a matter of choosing your line, looking through the apex and hoofing the throttle. Repeat and smile. The grip levels are so good that it never feels like surrendering traction. Sure, the lack of a dedicated limited-slip differential does mean it can understeer when accelerating through corners but it's still pretty planted considering the amount of power going through the front wheels. It really is a flattering experience.

Still the business

This particular Renault Megane RS might be in its twilight years but it's still a formidable machine. In fact it's going to take a lot in terms of talent and outright genius from the opposition to usurp it as the regular hot hatch champion. While the ride quality is notably softer than that of its forebear it still hugs the road with the grip of a limpet. That said maybe its softer edge will attract interest from those who find the Cup and Trophy versions a bit too hardcore for daily use. Despite this the Megane RS Lux is still a bona fide tar scalpel with a price that makes it outstanding value for money. The biggest threat however comes from the Renault stable itself rather than from an outside rival marque… Remember that GT Turbo we tested a few months back? Well, in terms of performance and handling there's no tangible difference between the two and, considering the R50k cheaper sticker price, it makes a serious case for itself. The GT Turbo however, is not an out and out RenaultSport and you'll know that every time you see a proper Megane RS in traffic. tc

MEET THE RIVALS

VOLKSWAGEN GOLF GTI	FORD FOCUS ST3
PRICE | R407 800 **ENGINE** | 1 984cc turbo, 162kW @ 4 500-6 200rpm, 350Nm @ 1 500-4 400rpm **TRANSMISSION** | 6-speed manual, FWD **STATS** | 6.5sec 0-100kph, 246kph, 6.0ℓ/100km, 139g/km	**PRICE** | R394 900 **ENGINE** | 2 000cc turbo, 184kW @ 5 500rpm, 360Nm @ 1 750-4 500rpm **TRANSMISSION** | 6-speed manual, FWD **STATS** | 6.5sec 0-100kph, 248kph, 7.2ℓ/100km, 169g/km

OUR CHOICE: At R389 900 the Megane RS is cheaper than the Volkswagen Golf GTI and Ford Focus ST3. It's fast and is dynamically the best front-wheel drive hot hatch in the segment - no questions asked.

RENAULT MEGANE RS 265 LUX

SPECIFICATIONS

ENGINE	
Type/layout	In-line 4-cyl turbo, transverse
Valvetrain	16v, DOHC
Displacement	1 998cc
Bore x stroke	82.7mm x 93mm
Compression ratio	8.5:1
Power (kW)	195kW @ 5 500rpm
Torque (Nm)	360Nm @ 3 800rpm
Power-to-weight ratio	145kW/tonne
Fuel supply	Multipoint injection
Recommended fuel	95 unleaded

TRANSMISSION

Six-speed manual

1st	2nd	3rd	4th	5th	6th	R
4.18	2.24	1.34	0.98	0.76	0.56	1.74

Final drive	4.44

CHASSIS & BODY	
Layout	Front engine, front-wheel drive
Body/frame	Steel, monocoque
Drag coefficient (Cd)	n/a
Brakes front	Brembo/ vented discs
Brakes rear	Discs
Wheels	18-inch alloys
Tyres	Dunlop SP Sport Maxx, 225/40 ZR18
Steering	Rack and pinion, electro mechanical
Steering ratio	n/a
Turns lock to lock	2.86
Turning circle	10.95m
Suspension	McPherson strut front, torsion beam rear

PRICING	
List price	R389 900
Price as tested	R409 900

Standard equipment

LED daytime running lights, automatic lights, trip computer, height-adjustable steering wheel, electric windows, automatic air conditioning, rear 50/50 split/folding seats, DAB digital radio/MP3 audio system with 4 speakers, USB socket and steering mounted controls

Optional equipment as fitted

Sirius yellow paint (R20 000)

SAFETY

ABS+EBD+EBA+ESP, driver, passenger, side and curtain airbags, Isofix child seat anchors on rear seats

WARRANTY/SERVICING	
Warranty	5-year/150000km
Service plan	5-year/90000km
Service intervals	10000km

DIMENSIONS, WEIGHT & CAPACITIES

Length	Width	Height	Wheelbase
4299mm	1848mm	1435mm	2639mm

Ground clearance	120mm
Kerbweight	1 345kg
Seating capacity	5
Luggage space	344ℓ
Utility space	n/a
Fuel tank size	60ℓ

TEST RESULTS

ACCELERATION Speed	Time (sec)
0-60kph	3.61
0-80kph	5.02
0-100kph	**6.51**
0-120kph	8.65
Quarter mile	15.07sec/153.6kph
Top Speed	250kph
Speedo calibration (120kph/error)	116kph - 3.2%

OVERTAKING Speed	Time (sec)
60-100kph	4.21
80-120kph	4.68

BRAKING Ave. speed to zero	Time/distance
100-0kph	2.97sec/35m

FUEL ECONOMY	
Claimed	
Urban cycle	11.4ℓ/100km
Extra-urban cycle	6.4ℓ/100km
Combined cycle	8.2ℓ/100km
CO_2 emissions	190g/km
Actual	
Test route	80km
Consumption	8.5ℓ/100km
Cruising range	732km

TEST CONDITIONS	
Odometer reading	899km
Temperature	20degC
Wind	Calm
Location	Killarney Raceway

SUBJECTIVE

AVE. SCORE PER CATEGORY OUT OF 10	
Driver enjoyment	9
Engine	9
Gearbox	9
Steering	8
Brakes	8
Ride	8.5
Handling	8
Exterior styling	6.5
Interior styling	7
Seats	8
Luggage space/utility	6.5
Ergonomics/controls	6.5
Value for money rating	7.5
OVERALL PERCENTAGE	**78%**

SHARP ATTACK

WORDS PETER FROST | **PHOTOGRAPHY** PEET MOCKE

Lexus NX200t F-Sport

New engine, sharp design, Lexus is serious about taking the fight to the luxury SUV market. Expect blood in the water

THE SEPARATION OF identities in the luxury SUV market has always been fairly simple – the Europeans do exciting, the Eastern nations do sensible. Until now. With the introduction of the Lexus NX200t, and especially the range-topping F-Sport model tested here, Japan has given notice – the sharp weapons are out and there will be casualties. Lexus, traditional gatekeeper of luxury and hush, is the chosen Samurai and has stolen, if not engineering, then attitude from the IS F-Sport sedan, and produced what appears to be Nippon's first oxymoron – a covetable Japanese SUV.

In a nutshell

The NX is aimed squarely at the BMW X3/Audi Q5 market and will also go head-to-head with Mercedes' upcoming GLC when it arrives in October. It features a brand new 175kW, 2.0-litre turbo petrol engine mated to an automatic six-speed gearbox. Indeed, Lexus expect sales to come from sedan owners looking to upscale, rather than RX owners looking to downsize. There are three less illustrious versions – a base model 200t E, the executive version of that, and the by-now ubiquitous Lexus hybrid, the 300h EX, with the company's 2.5-litre mill allied to a battery-fed electric motor.

First impressions

Any way you look at it, the NX is arresting, a radical design that makes sense given the Early-Uptakers target market. From the front, the trademark spindle grille is big and brutal, signaling that wholesale change in attitude. It takes some getting used to – the wide-mouthed frog has nothing on this maw, and more than once on test, leading traffic veered alarmingly across the yellow line to let the gaping gob through. Very effective.

The rest of the car is equally confrontative, from the savage slashes in the front doors to the lights treatment fore and aft. Possibly Lexus geniuses Messrs Kato and team have gone a touch too far, but design is a subjective thing, and certainly the NX looks like no other SUV on the market today.

Inside job

Inside the effect is a little less Star Trek. For F-Sport there are cosseting, well-bolstered two-tone seats, a beautifully tactile, multi- ▸

functional steering wheel and sport detailing, notably the full-length illuminated needles. But it is the plains of equipment in the cascading centre console that really catch the eye. If Audi's Bauhaus-inspired minimalism is at one end of the instrumentation spectrum, Lexus is at the other, in love with the idea of a carefully weighted button for everything – and often two. Visually it is dead impressive, a smorgasbord of A380 Airbus excess that shouts lift-off, but practically, it starts to pall as the kilometres stack up. There are simply too many functions, on too many plains, to be either safe or intuitive. Central is a seven-inch multimedia screen with a finger operated touch pad, rather than a conventional mouse. The touch pad, located next to the gear selector, is only partly intuitive, meaning it feels like an older generation smartphone that won't quite go where your finger suggests. It's also tricky to use if you are right-handed. Once into the various Lexus folders though, things are relatively simple and the F-Sport-specific G-forces visualisation is fun, if not crucial. Equally so the boost meter showing colour-coordinated Psi readings for the turbo.

Behind the driver, space is adequate rather than airy and the boot is surprisingly small, with a high loading lip. The second row of seats can be folded flat to extend the cargo floor, and its party trick is to do this electrically, at the touch of a button. It takes its time though, as does the interminable tailgate motor, clocked at a leaden 12 seconds to open and close.

On the road

The F-Sport is not just a makeup and stilettoes job, and gets very real additions that alter its character on the road. Chief among them is the adaptive

Exceptional build quality, less successful ergonomics – the F-Sport features accent stitching and a triple bank of controls

Frontal aspect sharp, Samurai meets origami, heralding the new Lexus assault on the segment

suspension, but also includes a shorter 4.12:1 final-drive ratio and paddle shifters. The suspension is the important one – in Normal or Eco drive mode the NX approaches life with regal aloofness. That essential 'Lexus-ness', a combination of silence, ease and solidity, comes to the fore. But set the F-Sport's drive mode to Sport+ and, among other things, the suspension settings firm up, producing an effect that is, if not exactly LFA, closer to the IS F-Sport than the anodyne RX. Turn-in characteristics are notably better, sharper and more fun. Adjustment through fast corners is easier too, thanks to the higher-effort steering that is standard in the F-Sport. And there's a channeled exhaust note, electronic of course, that speaks to the sports pretentions.

Sport+ mode besides, the overall driving experience is a tranquil one, most especially on long haul treks when the innate waftiness of the car, married to its strong, torquey engine, makes for easy, stress-free progress. The only hornet at the picnic is the ride over rough surfaces that, curiously, is at odds with the more accomplished general ride characteristics. Its Citroënesque boat-like float can suddenly be upset by sharp vibrations through both suspension and steering over patched or potholed roads, outfoxing the F-Sport's 30-stage adaptive dampers.

Soul of the matter

Has Lexus finally made a German basher? It would be ironic if it had, given its decades of fighting on the sedan front. Certainly the necessary luxury and quality is there – in abundance – and the engineering is on par. Even the excitement quotient, in F-Sport guise, is commendable. But that inconsistent ride, and a certain inexplicable something is the problem. It ultimately lacks soul, even as it attempts to sculpt passion out of its sheet metal. That won't matter to most, and its brave individuality will find many takers for whom design and street-cred are as important as engineering and longevity. tc

MEET THE RIVALS

AUDI Q5 2.0T SE QUATTRO	BMW X3 XDRIVE28i M SPORT
PRICE | R636 000 **ENGINE** | 1 984cc, 4-cyl petrol, 165kW @ 4 500rpm, 350Nm @ 1 500-4 500rpm **TRANSMISSION** | 8-speed Tiptronic, AWD **STATS** | 7.1sec 0-100kph, 222kph, 7.9ℓ/100km, 184g/km	**PRICE** | R688 859 **ENGINE** | 1 997cc, 4-cyl petrol, 180kW @ 5 000rpm, 350Nm @ 1 125-4 800rpm **TRANSMISSION** | 8-speed Steptronic, AWD **STATS** | 6.5sec 0-100kph, 230kph, 7.0ℓ/100km, 162g/km

OUR CHOICE: The Audi SQ5 is masterful, but too expensive in this company – the 'ordinary' Q5 is showing its age. The BMW is dynamically superior, but the F-Sport feels the newer product, wins as the covetable choice.

LEXUS NX200T F-SPORT

SPECIFICATIONS

ENGINE	
Type/layout	Four cylinder in-line turbo petrol
Valvetrain	16v DOHC
Displacement	1 998cc
Bore x stroke	86 x 86mm
Compression ratio	10:1
Power (kW)	175kW @ 4 800-5 600rpm
Torque (Nm)	350Nm @1 650-4 000rpm
Power-to-weight ratio	136kW/tonne
Fuel supply	Direct injection
Recommended fuel	95 unleaded

TRANSMISSION

Six-speed automatic

1st	2nd	3rd	4th	5th	6th	R
3.3	1.9	1.42	1.0	0.71	0.61	4.15

Final drive	3.888

CHASSIS & BODY	
Layout	Transverse/ all-wheel-drive
Body/frame	Steel monocoque
Drag coefficient (Cd)	0.33
Brakes front	Discs, ventilated
Brakes rear	Discs, ventilated
Wheels	18-inch alloys
Tyres	235/55/R18 Bridgestone Dueler H/L
Steering	Rack and pinion, electric assistance
Steering ratio	2.68:1
Turns lock to lock	2.7
Turning circle	12.1m
Suspension front	MacPherson strut, adaptive dampers
Suspension front	Double wishbone, adaptive dampers

PRICING	
List price	R659 900
Price as tested	R659 900

Standard equipment

18-inch F-Sport alloys, heated outside mirrors with reverse shift, memory and electrochromatic function, full LED headlight cluster, sunroof, heated and ventilated front seats, Sport+ Mode, Adaptive Variable Suspension (AVS), boost meter, G Sensor, Lexus Remote Touch System, multi-information display, EMVN (Electro Multi-Vision Navigation) display system with 3D SatNav and reverse camera, rain-sensing wipers, auto headlamp leveling, touch-sensitive cockpit lighting, dual-zone automatic climate control, 10-speaker display audio with 7.1-inch screen.

Optional equipment as fitted

(None)

SAFETY

Vehicle Stability Control, ABS, Brake assistance, Traction Control, Hill Assist, EBD, Park Distance Control

WARRANTY/SERVICING	
Warranty	4-year/100 000km
Service plan	4-year/100 000km
Service intervals	15000km

DIMENSIONS, WEIGHT & CAPACITIES

Length	Width	Height	Wheelbase
4630mm	1845mm	1630mm	2660mm

Ground clearance	190mm
Kerbweight	1735kg
Seating capacity	5
Luggage space	580ℓ
Utility space	1635ℓ
Fuel tank size	60ℓ

TEST RESULTS

ACCELERATION	
Speed	Time (sec)
0-60kph	3.65
0-80kph	5.35
0-100kph	**7.61**
0-120kph	10.49
Quarter mile	15.59sec @ 144.8kph
Top Speed	200kph
Speedo calibration (120kph/error)	115kph @ -4.0%

OVERTAKING	
Speed	Time (sec)
60-100kph	3.75
80-120kph	4.68

BRAKING	
Ave. speed to zero	Time/distance
100-0kph	2.96sec in 39m

FUEL ECONOMY	
Claimed	
Urban cycle	10.4ℓ/100km
Extra-urban cycle	6.5ℓ/100km
Combined cycle	7.9ℓ/100km
CO_2 emissions	184g/km
Actual	
Test route	80km
Consumption	8ℓ/100km
Cruising range	750km

TEST CONDITIONS	
Odometer reading	2003km
Temperature	24degC
Wind	Still
Location	Killarney Raceway

SUBJECTIVE

AVE. SCORE PER CATEGORY OUT OF 10	
Driver enjoyment	8
Engine	8
Gearbox	6
Steering	7
Brakes	7
Ride	8
Handling	7
Exterior styling	7
Interior styling	8
Seats	8
Luggage space/utility	7
Ergonomics/controls	7
Value for money rating	7
OVERALL PERCENTAGE	**77%**

OFF BEAT

The little monovolume that won our hearts with its multiple talents

WORDS WAYNE BATTY | **PHOTOGRAPHY** PEET MOCKE

I **CAN ONLY SURMISE** that it must be quite tough to name a car. After all, jazz isn't everyone's idea of aural bliss, is it? In Japan the Jazz is badged Fit. Again, 'what do you drive?', 'Oh, I have a Fit' – doesn't sound all that pleasant. And yet, the two previous generations of Honda Jazz struck a broad chord with many, including the motoring media who dished out loads of gongs, adding critical acclaim to consistently decent showroom performances. Twelve years after its SA debut comes an all-new Honda Jazz built in an all-new factory in Tapukara, India. Does it advance the art?

Colouring within the lines

Honda folk no doubt found it tough to update a packaging concept well-loved for being not just spacious within a regular B-segment footprint but also really useful. With the mini-MPV genre morphing into the new small SUV segment, the most daunting obstacle for Honda's designers was to shape Jazz into something inherently modern - and they chose a sporty look to

is back and looking sharp, but can it still play in key?

appeal to more conventional hatchback – read Polo – buyers without alienating current owners or abandoning any of its defining USPs.

Parked up alongside its predecessor this intention is immediately apparent. So while the general side profile is similar, to safeguard prized interior volume, gone is the old car's squinty-eyed, pinched nose look, replaced by a blacked-out 'diffuser', angular headlights linked by a width-emphasising black panel and chrome 'wing' garnish. No argument - the front is significantly sportier. It's the overwrought rear end with its faux vents and busy surfacing that isn't so easy on the eye. And those deep scallops along the flanks that run into the rear lamp units serve no purpose other than to act as visual distraction. That said, new Jazz is generally more attractive and a degree more masculine than its predecessor.

Surprise package

A quick glance around the new cabin of this top-line 1.5 Dynamic ▸

is promising. Completely new dash architecture mixes textured plastics with piano black touch-sensitive switch areas (HVAC plus audio/media control) and chrome accents for a convincingly modern look. A 7-inch touchscreen display, two USB ports, HDMI connection, Bluetooth, cruise and climate control and a leather-trimmed multifunction steering wheel are the significant bits of standard kit.

It's just as spacious as before even though the darker trim has you imagining otherwise. Boot capacity with the rear seats up is 363 litres maxing out at 881 when folded. And what would a Jazz be without Honda's Magic seats? Happily, they're still there for those special occasions when you need to transport a 7-tier wedding cake or a 1.2m-tall garden gnome with an aversion to lying down.

But poke around a little more and you start to lose the warm glow. While it's all new, there are no advances in material or build quality. The driver's seat raises with a tilting action – the higher you go, the more you feel as if you're sliding forward, and there's no leather seat option. That promising touchscreen multimedia system is tricky to get to grips with because there's no haptic feedback from the main control 'buttons' – Home, Back, Menu and Volume – on the side, which only reveal themselves by lighting up when the system decides you need them. Response isn't as fast as we're used to from our smartphones, either. Then there's the issue of accurately hitting a small area on a touchscreen while on the move. A final frustration is that the system defaults to the last-used sub-menu instead of opening up on the main home screen.

Building an all-new car in a different country in a brand new factory will always throw up a few initial challenges. This manifested itself in our test unit in a number of areas: a dashboard rattle turned into a prominent creak over the test period; the two carpeted flaps that cover the gap between the boot floor and the folded seats were made from pre-used packaging plywood with various non-Honda logos still visible; and some of the seat hinges displayed welding splatter and sharp edges – none of which is typical practice for this Japanese carmaker. When questioned, Honda SA confirmed the car as one of ten pre-production units not destined for resale. A subsequent showroom visit revealed clean seat hinge welds on retail models but no fix for the unsightly plywood flaps…yet.

Tried and tested

While these early hiccups disappoint, the mechanical package restores some faith. Largely unchanged, the 1.5-litre single-cam four produces 145Nm of torque at 4 600rpm before hitting peak power of 88kW 2 000rpm later. As before, the motor revs freely and feels as if it will keep on spinning faultlessly forever. Drive to the front axles is via a five-speed manual transmission that slots home with typical Honda precision, though feels looser through the gate than before. Performance can best be described as spirited – we clocked it at 10.49 seconds for the zero-100kph sprint – while the combined cycle fuel consumption claim of 6ℓ/100km isn't as wildly off the mark as some we could mention; the car recorded an average of 6.8 over our 80km test route. That said, a sixth forward gear would be a welcome addition for freeway work with the Jazz pulling a slightly buzzy 3 300rpm at an indicated 120kph.

▲ Touch-sensitive multimedia and ventilation controls dominate a less-homogenous centre console

Driving the previous generation Jazz and this new version back-to-back, it's hard to quantify any mechanical changes, but it is clear that there has been no major leap forward, if any at all.

A comfortable stretch

As for the new car's underpinnings, improvements are more tangible. Ride comfort benefits from a longer wheelbase, feeling more settled over choppier roads. Generally the 1 072kg-heavy Jazz handles really well on its 185/55 R16-inch rubber granting the driver sufficient confidence to throw it

What the previous Jazz lacked in outright sophistication it made up for with unimpeachable build quality. Case of vice versa with the new one?

into corners without much drama. Steering is by rack and pinion with electric assistance and is geared at three turns lock to lock – quick enough to feel responsive without ever feeling twitchy, much like the old car.

Facing the music

At face value, the new car looks the part. Team Honda has managed to craft a more visually interesting Jazz both inside and out without diluting the key traits that define the nameplate. It's as spacious, as useful and as easy-to-drive as ever. Factor in that prices start just below R180k for a base 1.2 rising to R265k for a 1.5 Dynamic CVT – the manual tested here costs R249 900 – and there appears little to dissuade current Jazz lovers everywhere from signing up for a new one.

However, our chief reservation lies with the fact that there has been no generational change from a nuts and bolts perspective, no new engine tech, no increase in refinement or build quality and definitely no great leap in cabin quality. When it comes to advancing the art, the new Jazz strikes an off beat.

Ultimately then will a new central touchscreen and a freshly pressed exterior be enough to keep Jazz selling strongly? That's one performance we'll be watching closely. tc

MEET THE RIVALS

RENAULT CLIO GT-LINE

PRICE | R224 900
ENGINE | 898cc 3cyl turbo petrol, 70kW @ 5 250rpm, 150Nm @ 2 500rpm (overboost)
TRANSMISSION | 5-speed manual, FWD
STATS | 12.2sec 0-100kph, 182kph, 4.5ℓ/100km, 105g/km

VOLKSWAGEN POLO 1.2 TSI HIGHLINE

PRICE | R241 500
ENGINE | 1197cc 4cyl turbo petrol, 81kW @ 5 000rpm, 175Nm @ 4000rpm
TRANSMISSION | 6-speed manual, FWD
STATS | 9.3sec 0-100kph, 196kph, 5.1ℓ/100km, 120g/km

OUR CHOICE: Considering the Polo's vastly better interior quality and turbo drivability and the (cheaper) Clio's style and value, the Honda's only remaining trump card is versatility.

HONDA JAZZ 1.5 DYNAMIC

SPECIFICATIONS

ENGINE	
Type/layout	four-cylinder petrol, transverse
Valvetrain	16v, SOHC
Displacement	1497cc
Bore x stroke	73mm x 89.4mm
Compression ratio	10.4:1
Power (kW)	88kW @ 6600rpm
Torque (Nm)	145Nm @ 4600rpm
Power-to-weight ratio	82kW/tonne
Fuel supply	Fuel injection
Recommended fuel	95 unleaded

TRANSMISSION

Five-speed manual

1st	2nd	3rd	4th	5th	Rev
3.46	1.87	1.24	0.95	0.77	3.31

Final drive	4.294

CHASSIS & BODY	
Layout	Front engine, front-wheel drive
Body/frame	Steel
Drag coefficient (Cd)	n/a
Brakes front	Discs
Brakes rear	Drums
Wheels	16-inch alloys
Tyres	Bridgestone Turanza, 185/55 R16
Steering	Rack & pinion, electric assistance
Steering ratio	n/a
Turns lock to lock	3.0
Turning circle	10.8m
Suspension	MacPherson strut front, torsion beam rear

PRICING	
List price	R249900
Price as tested	R249900

Standard equipment

Auto aircon; electric windows and side mirrors; 4-speaker audio system with RDS radio/CD, AUX, USB and Bluetooth; 7-inch touchscreen multimedia display with HDMI input; cruise control; rear parking sensors;

Optional equipment as fitted

n/a

SAFETY

ABS with EBD and BA, stability control, six airbags, hill start assist, front fog lights, seatbelt pre-tensioners, child seat anchors

WARRANTY/SERVICING	
Warranty	3-year/100000km
Service plan	4-year/60000km
Service intervals	15000km

DIMENSIONS, WEIGHT & CAPACITIES

Length	Width	Height	Wheelbase
3955mm	1694mm	1524mm	2530mm

Ground clearance	135mm
Kerbweight	1072kg
Seating capacity	5
Luggage space	363ℓ
Utility space	881ℓ
Fuel tank size	40ℓ

TEST RESULTS

ACCELERATION	
Speed	Time (sec)
0-60kph	4.01
0-80kph	6.72
0-100kph	**10.49**
0-120kph	15.32
Quarter mile	17.39sec/127.7kph
Top Speed	180kph
Speedo calibration (120kph/error)	116kph -3.2%

OVERTAKING	
Speed	Time (sec)
60-100kph	11.22 (4th gear)
80-120kph	12.76 (4th gear)

BRAKING	
Ave. speed to zero	Time/distance
100-0kph	3.75sec/34.7m

FUEL ECONOMY	
Claimed	
Urban cycle	n/a
Extra-urban cycle	n/a
Combined cycle	6.0ℓ/100km
CO_2 emissions	143g/km
Actual	
Test route	80km
Consumption	6.8ℓ/100km
Cruising range	588km

TEST CONDITIONS	
Odometer reading	2951km
Temperature	23degC
Wind	Calm
Location	Killarney Raceway

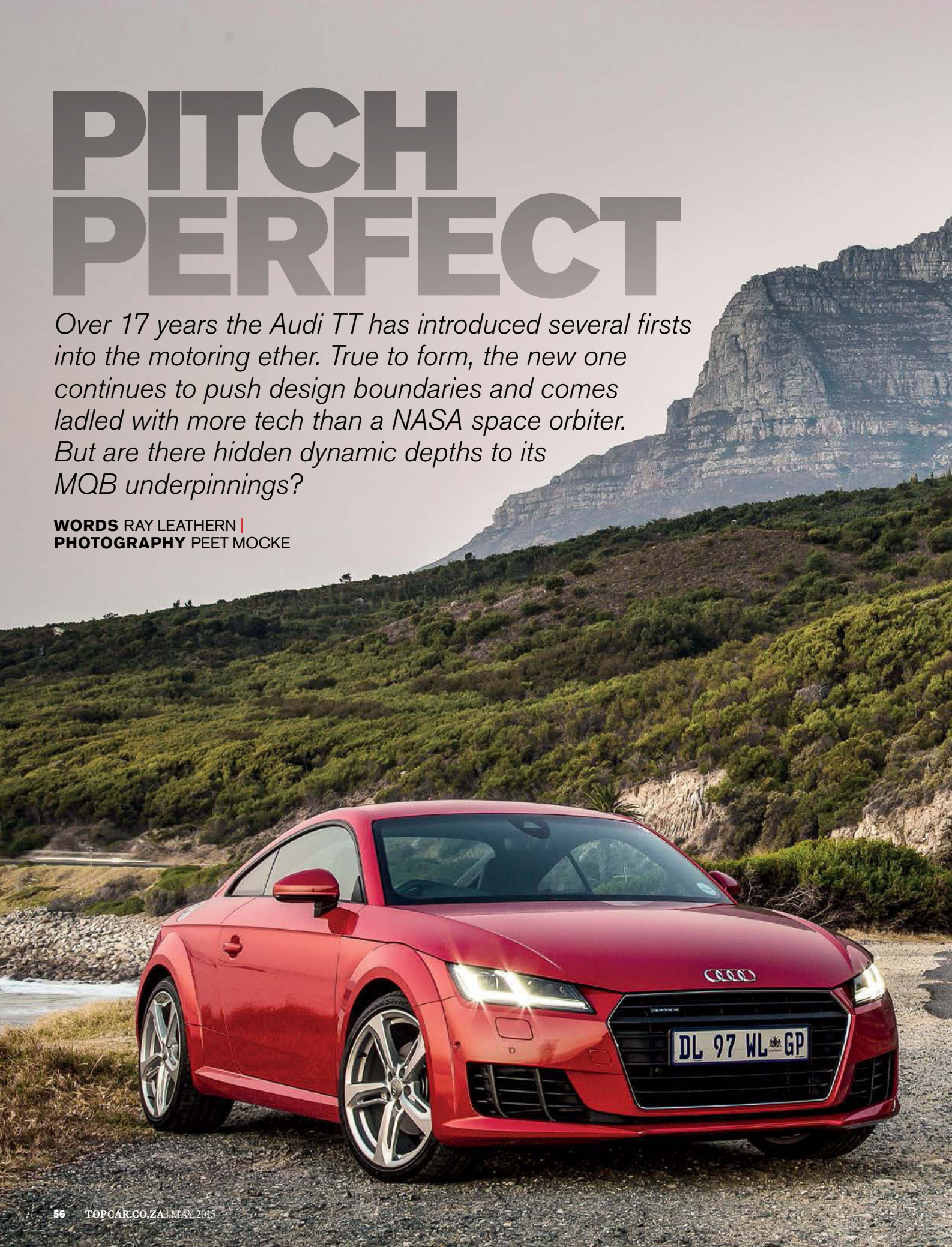
SUBJECTIVE

AVE. SCORE PER CATEGORY OUT OF 10	
Driver enjoyment	7
Engine	7
Gearbox	7
Steering	7
Brakes	6
Ride	7
Handling	7
Exterior styling	6.5
Interior styling	6
Seats	6
Luggage space/utility	8
Ergonomics/controls	6
Value for money rating	7
OVERALL PERCENTAGE	**67%**

PITCH PERFECT

Over 17 years the Audi TT has introduced several firsts into the motoring ether. True to form, the new one continues to push design boundaries and comes ladled with more tech than a NASA space orbiter. But are there hidden dynamic depths to its MQB underpinnings?

WORDS RAY LEATHERN |
PHOTOGRAPHY PEET MOCKE



Audi TT 2.0 TFSI quattro S tronic

Audi TT 2.0 TFSI quattro S tronic

A hi-tech kaleidoscope of light & colour. And we're not talking about downtown CT

LAUNCHED BACK IN 2007, the second-gen Audi TT silenced many of the original car's 'posh Golf' jibes with a new chassis that was much more gung-ho than hum-ho. The 3.2-litre V6 quattro may have been the tip of the spear but the lighter, better balanced, front-wheel drive 2.0T was the one to have. Despite this, the TT struggled to shake off its poseur tag. Does this new one finally have the dynamics to match the looks?

Design icon

The instant you lay eyes on the new TT you're reminded of all that's come before, and yet, you're still thirsty to absorb every new detail.

Designer Jürgen Löffler's subtle but edgier redesign exactly represents Audi's attempt to balance an unwillingness to make wholesale shape changes with an insatiable desire to apply radically new details. The result is the front- and rear-light signatures mimic those of the Le Mans-winning Audi R18; the grille is all sharp lines and triangles and the four rings now live on the bonnet as they do on the R8. But there are details that are a direct nod to the original TT, too, in the form of pronounced wheels arches, 'retro' fuel filler cap and twin tailpipe outlets that have been repositioned closer to the centre of the car.

Some new, some borrowed – TT Mk3 is full of notable design touches

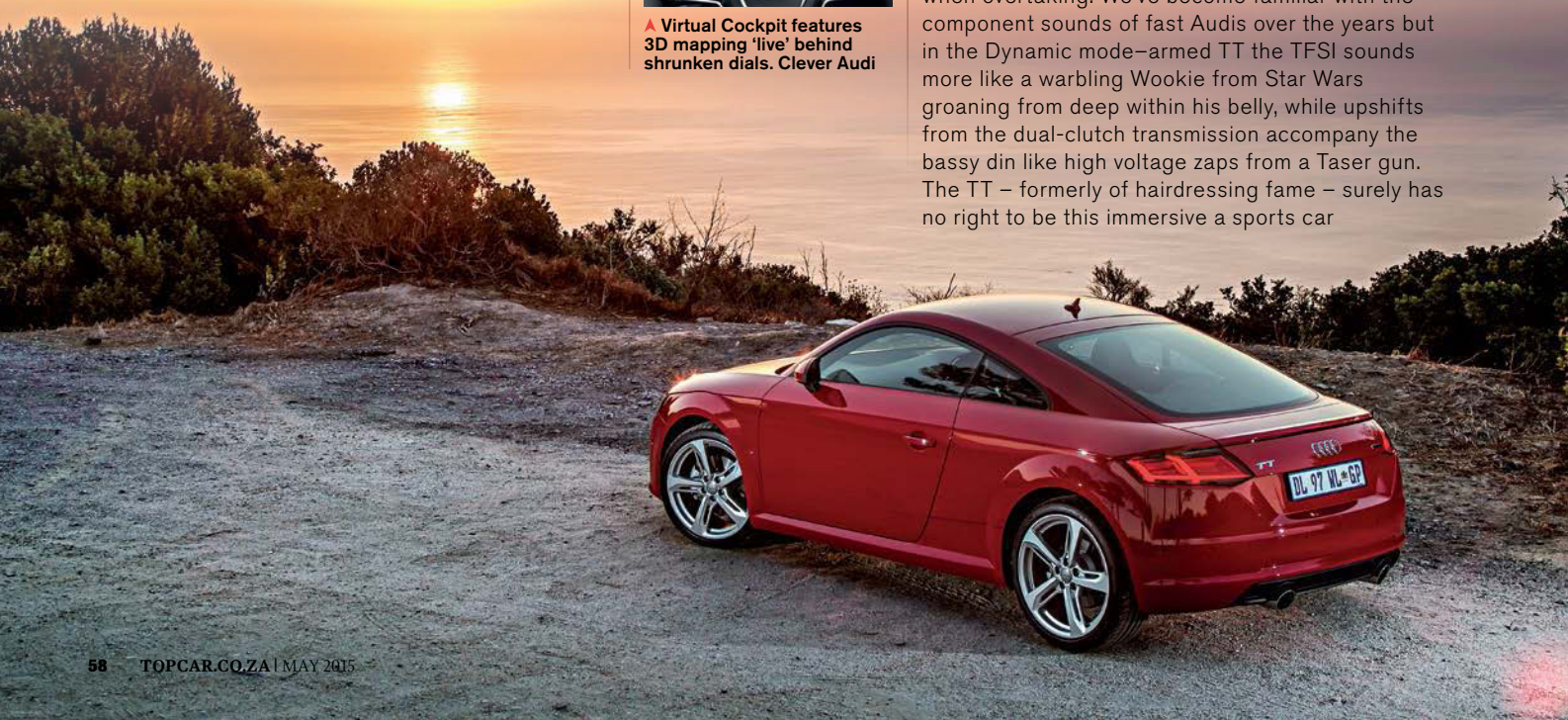
Virtual Cockpit features 3D mapping 'live' behind shrunken dials. Clever Audi

Driver-centric cabin

Slipping inside the cabin is to experience another world first from Audi and the future of digital displays – the revolutionary Virtual Cockpit. Featuring a 12.3-inch TFT display in the instrument binnacle, it combines the rev counter and speedometer with satnav and the MMI's infotainment functions. A powerful processor makes it quick and intuitive to use and, joy of joys, it's standard kit. The rest of the cabin is radically different in both look and touch. The new flat-bottom steering wheel could've been nicked from a Lambo Huracan; the aircon display/controls all reside within the central vents and that means if you're OCD like me you won't have a clue how they work but you'll love making sure they stay correctly aligned. It's not all perfect inside though. Chiefly, the seats feel more like the chairs from a boggo A3 – so limited is the bolstering. And you'll occasionally miss the convenience of a second screen to work the infotainment or select songs from your flash drive (yes it has not one but two USB ports). Perhaps the Virtual Cockpit isn't the world's best multitasker just yet, but refreshingly the TFT screen does act as the central focus of the cabin and that makes the TT feel very driver-centric now.

Drip-dry performance

It should raise no alarm bells to Audi fanatics that the TT features Audi's trifecta of precision performance – namely TFSI, quattro and S tronic. Endowed with these tried-and-tested staples, and allied to a super-slippery and lightweight body, the effervescent character of the TT is undeniable. A fact legitimised in numbers by an ability to hustle from zero to 100kph in 5.8sec with S tronic's launch control system, and its supreme tractability talents when overtaking. We've become familiar with the component sounds of fast Audis over the years but in the Dynamic mode–armed TT the TFSI sounds more like a warbling Wookie from Star Wars groaning from deep within his belly, while upshifts from the dual-clutch transmission accompany the bassy din like high voltage zaps from a Taser gun. The TT – formerly of hairdressing fame – surely has no right to be this immersive a sports car



experience? And yet, thanks to a clever coasting function when you slack off the throttle (in efficiency mode) and other optional mod cons like active lane keeping and self-parking, it feels just as much engineered to mooch around the high-street shopping district in total comfort like the great everyday sports coupe it's always been.

Civil suit

Leave Audi's Drive Select in any mode bar Dynamic and the steering remains lighter than a freshly whisked flan, but engage the aforementioned and an uncanny connection to the outer performance envelope is fostered. The steering is still light but you can place the car accurately at corner entry. Reduced overhangs front and rear, a 25 per cent stiffer shell and a 10mm lower centre of gravity deliver a massive dynamic dividend over its predecessor, all without sacrificing ride comfort, even on optional 19-inch rims. This instils a sort of videogame feel from the helm. A little benign, yes, but you soon find yourself taking liberties, surrendering less speed into corners in a bid to stir a nasty side to the neutral balance and find the limit of grip – which never really materialises. Thanks to a quattro system capable of prioritising 70 per cent of the drive to the rear wheels, this car feels like it can pivot right round its own axis and corner quicker than the chemical element Mercury. But refreshingly, there is still enough immersion to lend itself to late braking and mid-corner adjustment – a far cry from the wooden, all-hooked-up, AWD handling of yore. For a car that'll be mostly driven in a steady manner, deferring only to the occasional controlled burst of speed, it shouldn't be mistaken for anything other than the talented sports car it is.

Something in reserve

On the whole, the new TT is competent everyday conveyance and desirable sports car in equal measure, and yet, you get the sense Audi has left a little road-ripping savagery in the tank for the sportier TTS (arriving mid-year) and the rapid five-cylinder TTRS (arriving 2016). Boy is this an impressive base upon which to build. tc

MEET THE RIVALS

MERCEDES-BENZ SLK250

PRICE | R712086 | **ENGINE** | 1796cc 4-cyl turbo petrol, 150kW @ 5500rpm, 310Nm @ 2000rpm **TRANSMISSION** | 7-speed auto, RWD | **STATS** | 6.6sec 0-100kph, 243kph, 6.6ℓ/100km, 153g/km

BMW Z4 sDRIVE28i AUTO

PRICE | R689701 | **ENGINE** | 1997cc 4-cyl turbo petrol, 180kW @ 5000rpm, 350Nm @ 1250rpm **TRANSMISSION** | 8-speed auto, RWD | **STATS** 5.5sec 0-100kph, 250kph, 6.8ℓ/100km, 159g/km

OUR CHOICE: A bit of a foregone conclusion here. The TT is much younger than its perennial Teutonic competitors and offers better performance at a sizeable price advantage

AUDI TT 2.0 TFSI QUATTRO S TRONIC

SPECIFICATIONS

ENGINE	
Type/layout	Four-cylinder turbo, transverse
Valvetrain	16v, DOHC
Displacement	1984cc
Bore x stroke	82.5mm x 92.8mm
Compression ratio	9.6:1
Power (kW)	169kW @ 6000rpm
Torque (Nm)	370Nm @ 1600-4300rpm
Power-to-weight ratio	130kW/tonne
Fuel supply	Direct injection
Recommended fuel	95 octane petrol

TRANSMISSION

Six-speed S tronic

1st	2nd	3rd	4th	5th	6th	Rev
2.92	1.79	1.18	0.82	0.62	0.49	2.35

Final drive	4.769

CHASSIS & BODY	
Layout	Front engine, all-wheel drive
Body/frame	Steel and aluminium, monocoque
Drag coefficient (Cd)	0.32
Brakes front	338mm discs, vented
Brakes rear	300mm discs
Wheels	19-inch alloys
Tyres	235/35 ZR19 Hankook Ventus S1
Steering	Rack and pinion, electric power assisted
Steering ratio	n/a
Turns lock to lock	2.2
Turning circle	11m (kerb to kerb)
Suspension front	MacPherson strut
Suspension rear	Multi-link

PRICING	
List price	R642000
Price as tested	R724300

Standard equipment

Alcantara/ leather upholstery, Audi drive select, Audi music interface with USB, Bluetooth with audio streaming, cruise control system, digital air conditioning, sports seats, keyless entry, LED interior lighting, leather 3-spoke multifunction steering wheel Plus with paddles, light/rain sensor, Audi Virtual cockpit with MMI navigation Plus and touch pad control, quattro badges, Milano leather upholstery

Optional equipment as fitted

Matrix LED headlamps (R30030), park assist with autonomous parking (R14760), 19-inch 'Blade' Audi sport wheels (R13020), Bang & Olufsen sound system (R8800), active lane assist (R7470)

SAFETY

ABS with EBD and Emergency Braking, Electronic Stability Control, Hill Start Assist, fullsize driver and passenger airbags with front passenger airbag deactivation, side airbags at front and head airbag system, seat belt pre-tensioners with force-limiters, remote central locking anti-theft alarm with tow-away protection, Audi side assist

WARRANTY/SERVICING	
Warranty	1-year/unlimited km
Service plan	5-year/100000km Audi Freeway plan
Service intervals	15000km

DIMENSIONS, WEIGHT & CAPACITIES

Length	Width	Height	Wheelbase
4177mm	1832mm	1353mm	2505mm

Ground clearance	na
Kerbweight	1305kg
Seating capacity	4
Luggage space	305ℓ
Utility space	712ℓ
Fuel tank size	55ℓ

TEST RESULTS

ACCELERATION	
Speed	Time (sec)
0-60kph	2.81
0-80kph	4.09
0-100kph	**5.82**
0-120kph	7.97
Quarter mile	14.07sec @ 159.4kph
Top Speed	250kph
Speedo calibration (120kph/error)	117kph – 2.4%

OVERTAKING	
Speed	Time (sec)
60-100kph	2.68
80-120kph	3.05

BRAKING	
Ave. speed to zero	Time/distance
100-0kph	2.78sec in 33m

FUEL ECONOMY	
Claimed	
Urban cycle	8.3ℓ/100km
Extra-urban cycle	5.4ℓ/100km
Combined cycle	6.4ℓ/100km
CO_2 emissions	151g/km
Actual	
Test route	80km
Consumption	8.9ℓ/100km
Cruising range	617km

TEST CONDITIONS	
Odometer reading	2832km
Temperature	21degC
Wind	Still
Location	Killarney Raceway

SUBJECTIVE

AVE. SCORE PER CATEGORY OUT OF 10	
Driver enjoyment	7.5
Engine	7.5
Gearbox	8
Steering	7.5
Brakes	7
Ride	8.5
Handling	8
Exterior styling	8
Interior styling	8
Seats	5
Luggage space/utility	6
Ergonomics/controls	7
Value for money rating	6
OVERALL PERCENTAGE	**78%**

DARK NOISE

The new Mercedes-AMG C63 is frighteningly fast, eerily compliant and as loud as you'd expect from a genuine AMG, writes ***Aaron Borrill***

THE ONGOING POWER struggle between the German big three is a fascinating one, with each brand trying to outdo one another in terms of efficiency, power output, performance and handling. The Mercedes-AMG C63 is Affalterbach's latest take on the sports sedan concept and has a lot to live up to what with its predecessor's penchant for scaring both its occupants and passers-by with a feral soundtrack. Like the M3, the C63 also uses a forced induction set-up but a lot of questions linger over its noise-making talents and ability to tattoo the road with its rear tyres. Thankfully there's a racetrack to answer those questions – the Autódromo Internacional Algarve in Portimão to be precise. The exact facility BMW used to launch its M3 just a few months earlier. Coincidence? I think not.

In spite of its performance slant the C63 looks quite tame when compared with both its predecessor and its chief adversary, the BMW M3. In fact, some may mistake it for a regular C-Class. However, look closely and several clues hint at the steroidal malarkey pulsing under the clamshell bonnet. These include a deeper front bumper replete with gaping air intakes and blistered wheel arches that refuge a 31mm wider front track, and 19-inch alloy hoops. The rear end also gets a sculpted diffuser with trademark AMG quad exhaust pipe arrangement and of course there's a host of AMG badges strategically placed on its sheet metal.

Things are less understated when you climb inside but there's still a sophisticated feel about. The cabin appears larger in the passenger seat than behind the wheel as the driver is cocooned within a pod of AMG-specific buttons, controls and gadgets. It was designed with the driver in mind. The level of luxury

Interior may not be distinctive enough for some, AMG crackle and pop will appease the disappointed

and trim is some of the best in the segment and the quality is indisputable. As such fillets of carbonfibre trim comprise the dashboard and transmission tunnel, AMG badges are liberally scattered about and the racing bucket seats are just as good to sit in as they are to look at. It's a fantastic environment.

Sadly the naturally aspirated 6.2-litre V8 of its predecessor has been ditched for a 4.0-litre twin turbocharged V8 mill but it generates more power and torque, consumes less fuel and emits a planet-friendlier amount of emissions so it's not all that bad. The engine is closely related to the unit found in the Mercedes-AMG GT so the soundtrack is characterful and full of emotion. It is available in regular 350kW/650Nm and 375kW/700Nm S formats, both of which are astonishingly fast but the C63 S is without a doubt the one to have. The turbochargers have done little to muffle the sound we've come to love from AMG machines – this model sounds like a jackhammer smashing through a glacier, the overrun equally as satisfying as it pops and crackles like damp wood in a blaze. The soundtrack is brilliant and gets louder when the exhaust button is engaged. Despite the turbo the engine has an appetite for revs, accelerating in an unrelenting manner all the way to a 6 250rpm redline. No turbo lag here. The sheer power of the C63 compacts and twists your innards in much the same way as a rollercoaster. A little too much fun will cause you to chunder from the thunder. An AMG Speedshift MCT 7-speed sends drive to the rear wheels and provides four different modes including comfort, manual, sport and sport+. A fifth mode called race is available exclusively on the S. This transmission is a work of art and together with the sublimely tuned engine allows the C63 to move with the alacrity of a supercar. The car is so fast that you find yourself tapping off far sooner than expected for fear of breaking the sound- or Armco barrier for that matter. The performance figures are astonishing: 0-100kph takes just four seconds and the top speed is limited to 250kph. The claimed fuel consumption of 8.4ℓ/100km means that – on paper – the new C63 S consumes a whopping 32 per cent less than its predecessor.

The Autódromo Internacional Algarve is a technical maze of left and rights, ups and downs and a long flat straight – the ideal setting to showcase the mechanical voodoo of the C63. We're driving the C63 S – the faster of the two derivatives and arguably the most intimidating, too. In true AMG spirit there's a raft of switchgear on the transmission tunnel. Buttons such as the 5-mode AMG Dynamic Select, AMG Ride Control and a 3-stage ESP mode are the most significant. Following DTM race star, Bernd Schneider, gave me the opportunity to push both the car and myself to its absolute limit. The AMG gurus have tweaked the suspension, which is 25mm lower and features stiffer springs, thicker anti-roll bars and adaptive dampers to help keep it planted to the road. The electrically assisted steering has also been recalibrated and delivers the perfect combination of feel and weight, mode dependent of course. There's also a fancy limited-slip differential – (mechanical on the C 63 and electronically controlled on the S) which helps smear every last Newton meter to the road. The result is a car that stays glued to the road surface in almost every circumstance and enables you to feel your way around corners rather than guess. Body control is superb, there's no roll which subsequently fills the driver with the reassurance to dig deeper into the car's limits and grip reserves. However, dig too deep and you'll soon learn that its front and rear will swop ends if you're too liberal with your throttle inputs. Thankfully, a quick dab of opposite lock and some help from the rear differential will help keep it on the intended trajectory. Stopping a 1 665kg tracer bullet is no mean feat so to ensure it comes to a halt the C63 uses fade-free carbon stoppers. Measuring 390mm in diameter the brakes allow you to accurately scrub off speed.

An appetite for revs means the 6250rpm redline is often explored. Glorious noise too

The C63 is not just about smashing land speed records as it is one of the most pliant sports saloons around. Driving it from the hotel to the racetrack and back revealed a comfortable and luxurious ride quality that borders on that of the S-Class. Of course everything will need to be dialed to comfort but the result is buttery soft and opulent. NVH levels are practically nonexistent and it's only once you're well over the speed limit that annoyances such as wind noise become evident.

And now for the part you've all been waiting for: Is it better than the BMW M3? That's a tough question to answer as you'd have to drive them back-to-back in the same environment to make such a call (turn the page to see our definitive verdict). Having driven both cars I can confidently say that the Mercedes-AMG C63 is more precise and direct in its approach to performance and handling. It's genuinely easier to control due to the symbiotic relationship between car and driver not to mention the vehicle's ability to adapt to just about any driving situation. It's frighteningly fast, as loud as any AMG yet at the same time delivers the suppleness of a regular C-Class. It's this versatility – I feel – that gives the C63 an edge over its rivals. In closing if I was to pick a precision tool; a saloon with super powers and practical tendencies my choice would be none other than the Mercedes-AMG C63. tc

MERCEDES-AMG C63 S

PRICE R1 163 800
ENGINE 3 982cc, V8 twin-turbo, 375kW @ 5500-6250rpm, 700Nm @ 1750-4500rpm
TRANSMISSION 7-speed MCT transmission, rear-wheel drive
SUSPENSION AMG ride control with double wishbone front, multi-link suspension rear
LENGTH/WIDTH/HEIGHT 4686/1839/1426 mm
WEIGHT 1 655kg
PERFORMANCE 4sec 0-100kph, 250kph top speed, 8.4ℓ/100km, 192g/km
ON SALE Now

Trick chassis allows C63 owners an enviable level of rear-drive hooliganism

AMG
D
S CW 6301

GERMAN C POWER

A V8-powered sports saloon based on the best C-Class ever surely gives Mercedes its best shot at dethroning BMW's legend. We shall see…

WORDS GEORG KACHER | **PHOTOGRAPHY** STEFFEN JAHN

The AMG brand typically focuses on fast grand tourers. Not surprisingly then, the new C63 is exactly that

Grand gestures, loud behaviour. Blue arrow not necessarily indictative of final verdict

M

M3 OWNS THIS territory, but it has a real fight on its hands now. The new C-Class has picked up a bunch of fresh virtues. It steers with more enthusiasm, it brakes with more bite, it puts the power down with more determination and, most importantly, it handles with a delicate sweetness none of its nose-heavy, tail-happy predecessors ever came close to. And now it's got a twin-turbo V8 and an AMG badge too. Gulp.

It's not as if the M3 is at its most confident right now. The only reason it even still exists is on the strength of its badge – otherwise it would have been dinked for the more dynamic looking and more profitable Gran Coupe – and its whiny, downsized six-pot turbo engine isn't exactly Mr Personality, either.

The C63 also has the advantage of a much more linear, less schizophrenic bloodline than the M3. This Merc can trace its roots to the C36 launched in 1993 or, with a nostalgic wink, to the 190E 2.3-16. While most M3 generations tended to be street-legal competition cars – think Sport Evo, GT, CSL, GTR and GTS – it was exactly the other way round with the likes of C32, C43, C55 and, ultimately, C63. If you discount a few late counter-attacks (Black Series, CLK DTM, edition 507), this side of the SLS and the GT the AMG brand typically focuses on fast grand tourers.

Not surprisingly then, the new C63 is exactly that.

In the last six months BMW and Mercedes launched M3 and C63 on the same racetrack, the *Autodromo do Algarve* in Portimao. Here, both cars charm you with a subtle handling balance much more figure skater than ice-hockey defenseman. It's this near-perfect flow which makes the difference, the readily accessible fusion of dynamic attitudes, the reduced input required to set up the car for the next bend. Press on, and it's the BMW that first rolls up its sleeves. After all, the M3 is not just about time-warping itself from corner to corner, it's also about grand gestures, loud behaviour, an extrovert stance. By contrast, the C63 epitomises composure and civilised behaviour.

But this comparison is not about track-day suitability, it's about early Sunday mornings when you leave the house with itchy palms, a dry mouth and a thumping heart, ready to reel in that favourite stretch of country road. In that mood I find in my garage this morning a baby blue metallic M3 and a silver C63 AMG. And boy does the Merc look the business. The AMG designers love a generous touch of bling, and the C63 delivers. Its ▸

go-faster make-up includes additional brightwork, larger air intakes, more sculptured bumpers, air deflectors front and rear, 19in wheels and trademark quad tailpipes. To make room for the V8 engine, the nose of the car had to be lengthened by 71mm which required several modifications, among them bespoke front wings. Depending on personal preference, you can specify sumptuous cabin trim or a pseudo-racing ambience with high-back bucket seats, red belts and carbonfibre accents. Sadly, there is no way to get rid of the column-mounted gear selector, which kind of lets the car down, but take solace from the top-notch materials, impeccable fit and finish and compelling extras such as variable-intensity LED headlamps.

In terms of perceived quality, the M3 lags behind. The instrument panel is a mix of classy and not so classy surfaces, some of the plastics and rubber seals are positively low-rent, the ergonomics are ho-hum in places (gear selector, secondary controls, main dials), and you don't expect such cheap boot trim or a bonnet painted only on the outside. The only fault we could find with the C63 was a rattling front suspension noise triggered by really rough roads.

While Mercedes won't charge you for the Speedshift automatic gearbox or for the adjustable Ride Control dampers, the adaptive M suspension and the dual-clutch transmission offered for the M3 cost extra.

Performance-wise, these two compact supersaloons celebrate the high art of the dead heat. Acceleration? 0-100kph in 4.1sec. Top speed? Governed at 250kph; or 280kph (M3) and 290kph (C63) with the Driver's Package box ticked. Fuel consumption? On paper, the BMW edges the Mercedes by 8.3ℓ/100km against 8.4ℓ/100km. In real life, the gap widened to 16.6ℓ/100km against 19. No, we spent no time on the track, but 80km on the autopista a grande volocidade and half a day on winding roads in the hilly hinterland of Faro. For one life cycle only, BMW did replace the straight-six with a V8, but for this fifth-generation M3 they've ruefully returned to the classic formula, for the first time in conjunction with a couple of turbochargers. The brand-new 3.0-litre engine develops 317kW from

Performance head to head? Welcome to the high art of the dead heat

5 500 to 7 300rpm. The Merc's 4.0-litre unit delivers 350kW between 5 500 and 6 250rpm. Redlined at 7 000rpm, the 32-valver cannot quite match the 7 600rpm which marks the Game Over limit of the M3. Having said that, the V8's torque delivery flatlines from 1 750 to 4 500rpm, whipping up a mighty 650Nm – 100Nm more than the peak twist action generated by the M3, which spreads its *oomph* summit over an even wider 1 850 to 5 500rpm range. So why does the more potent Mercedes not outsprint the BMW? Because at 1640kg, it's 45kg heavier. And because its transmission – a blend of wet take-off clutch and seven-speed automatic – does not shift quite as energetically as the M3's seven-speed DCT.

So far, blue and silver are pretty evenly matched. The first clear distinction is brought about by the drivetrains. For a start, the 1000cc difference in displacement swings the pushing power pendulum in the direction of the Benz. Although the extra torque works wonders for the in-gear acceleration, it's not so much the initial impact that does the trick but the brute force that follows. The gear ratios are quite similar, and both cars invite you to adjust the shift speed from pursed-cogs-lissom to kick-in-the-butt-radical. To change the set-up, the BMW driver must hit a knob below the joystick. In the Benz, Dynamic Select can be locked in Comfort (coasting under lift-off, active stop/start) Sport, Sport+ or Individual. In addition to masterminding the gearbox, the drive mode selectors will psych up the engine, shock absorbers, steering, ESP and the exhaust note. The helm of the M3 incorporates two buttons labelled M1 and M2 which store and summon your favourite vehicle attitudes. In both cars, key functions can also be accessed directly via separate controls in the centre console.

The V8 wins the torque duel, but it's the six-cylinder that manages a seamless transition from peak torque to peak power which merge at 5 500rpm. At this point, you still have 1 800rpm to play with, which keeps the adrenalin flowing and treats the ears to a beautiful noise. But while its powerband is broader and more explosive at the bottom end of the rpm range, the BMW ▸

Extra sporty bits added to C-class's already supreme cabin. Column shifter still grates though

gains zero ground over the smoother-shifting Mercedes. Although both units have melodical talent, the sound engineers dialled in rather too much computer-generated background music. There's fake heeling-and-toeing, fake *blat-blat* on override, fake upshift *ka-chumm*, fake idle speed thud. For the AMG car one can specify an even more hooliganesque triple-flap exhaust which sounds positively puerile. The Mercedes has a subjective acceleration advantage between 100kph and 160kph when the extra grunt seems to give it marginally stronger and longer legs. We also liked the short-term M mode which freezes the transmission in manual for as long as you keep using the shift paddles. Another plus point goes to the extra-fast downshift function which selects the lowest possible gear when the left paddle is pulled and held.

Even in Comfort mode, the M3 simply hates uneven surfaces. How do we substantiate this criticism? By no longer counting the number of times the ESP warning light comes on when you give this thing stick. One does want ESP to be active on slippery stuff and through bad surprise corners, but not on an admittedly quite undulated motorway, or over a series of tall transverse ridges taken at speed. At the end of the day, it's insufficient compliance that keeps alerting the ESP chips. To blame for this are the extremely rigid chassis, suspension and driveline mounts. This rigidity makes the BMW shine on the track and on smooth roads, but it backfires as soon as the going gets tough. The C63 can pull out a small lead here, but it, too, has its flaws. The low-speed ride is disappointingly brittle, body roll is occasionally an issue, and when it comes to the crunch the C63 AMG will try to ever-so-slightly understeer out of trouble. Through the same series of corners taken at comparable velocity, the nose of the M3 bites, turns in and holds the line. I'll tell you what happens to the rear end in a minute…

The Mercedes is nearly invincible in two areas: traction and deceleration. Even with stability control in Sport, you can floor the throttle ridiculously early, often well before the apex, often before opening up the steering. Although ESP will eventually step in and adjust the trajectory, it's the mechanical rear diff that performs magic by feeding exactly the right amount of torque to the rear wheels at exactly the right time. The M3 is, in contrast, ragged and uncouth, but is also is more entertaining. The active M diff whips the car through tight corners in zig-zag, grip-no-grip fashion. This isn't a prevailing trait, but it's an evident let-down compared to the unruffled C63. Luckily you can dial it out by pushing the ESP button for more than five seconds.

Brakes? Our BMW could do with fresh pads, but it does feature the optional carbon ceramic discs, so we expect more bite, more instant action, more feedback. Although fitted with conventional steel rotors, the C63 has all that. Its brakes operate with in-your-face urge, and it remains sure-footed no matter how late you drop the anchor. The brakes are also an integral element of the flow. At the end of a 37km sickbag stretch driven ▸

Load it up as much as you like, but the C63 won't play hooligan unless *you* do

BMW for once left looking dowdy, slightly shy on quality and ergonomically offkey

Merc-AMG C63 vs BMW M3

Mercedes V8 (top) vs BMW straight-six. Different character, similar performance.

BMW M3

Price R1 063 592 **On sale** Now **Engine** 2 979cc 24v twin-turbo 6-cyl, 317kW @ 5 500-7 300rpm, 550Nm @ 1 850-5 500rpm **Transmission** Seven-speed dual-clutch auto, rear-wheel drive with electronic LSD **Performance** 4.1sec 0-100kph, 250/280kph, 8.3ℓ/100km, 194g/km CO_2 **Suspension** Double-joint spring strut front, five-link rear **Weight/made from** 1 595kg/aluminium and steel **Length/width/height** 4 671/1 877/1 424mm

with a knife between the teeth, the left pedal feels a little soft in the Merc, and it needs a more determined hoof. But all in all, this stopping apparatus deserves five stars out of five. Still, I love the M3's manual handbrake – it may be an anachronism but it's priceless fun on the approach to a snow-covered hairpin.

The days of hydraulic steering are history. In the BMW, the M Sport steering adjusts the effort as well as the ratio. There are three calibrations, and even in Comfort mode there's a reassuring stiffness which follows your hands as they apply more lock. Self-centering is quite subtle, damping is reduced to the minimum, accuracy is a main asset, the gearing is perfect for quick flicks. On the road, it feels initially a little syrupy, and it takes a while to appreciate the complex interaction between weight and effort and response. Predictably, the variable-rate steering of the Mercedes is lighter, more forthcoming and more linear. It is tuned for positive and fuss-free changes of direction, an approach which is totally in line with the more laid-back character of the car.

Both cars were shod with optional 19in rims, and as far as grip, traction and roadholding go, the winner wears a three-pointed star. As far as smiles per mile go, it's a much closer shave. The M3 provides more old-fashioned fun. It turns in with the agility of a chameleon tongue, and it hangs on like a lizard to a vertical wall – until it will eventually wag its tail like an angry croc. While the BMW almost always lets go first at the rear, the C63 will in all likelihood not let go at all. It blends tenacious grip with strong stability, and it handles in a reassuringly neutral fashion. When I say neutral, I don't mean boring. Just as you can induce a trace of understeer, you can coax the Benz into a mild drift which is liable to become loud and lurid with ESP deactivated. Cornering is a more subtle experience in the AMG, but in no way less rewarding. Quite the contrary: while pressing on in the M3 results in increasingly grander gestures, the C63 impresses with inspiring modularity.

Seldom has it been more difficult to crown a winner. Although the two contenders were born on different planets, and despite the fact that they field diverse talents, they both reach similar heights. The M3 is sportier, rawer, more challenging and more black-and-white in character. The C63 AMG is the more complete all-rounder, less fuel-efficient but dynamically just as awesome, a quality piece of kit, punchy yet benign, homogenous but in no way lacklustre. If combining the best worlds is what you're after, the Mercedes is the car to reach out for. tc

While the BMW almost always lets go first at the rear, the C63 will in all likelihood not let go at all

MERCEDES-AMG C63

Price R1 012 087 **On sale** Now **Engine** 3 982cc 32v twin-turbo V8, 350kW @ 5 500-6 250rpm, 650Nm @ 1 750-4 000rpm **Transmission** Seven-speed auto, rear-wheel drive with mechanical LSD **Performance** 4.1sec 0-100kph, 250/290kph, 8.2ℓ/100km, 192g/km CO_2 **Suspension** Four-link front, multi-link rear **Weight/made from** 1 640kg/aluminium and steel **Length/width/height** 4 756/1 839/1 426mm

NATURAL BORN THRILLER

There's 'advancement through technology' – of course – but the second-generation R8 is defined by its glorious, turbo-free 5.2-litre V10

WORDS CJ HUBBARD | **PHOTOGRAPHY** AUDI PRESS

The noise emanating from the sports exhaust is astonishing: part F1 car, part AK-47

AUDI HAS CHOSEN the Ascari race resort near Ronda in Spain as the venue for our sneak preview of the second-generation R8.

There are presumably several reasons for this. It resonates with the millionaire playboy lifestyle that supercar ownership is supposed to represent – and the first-gen R8 certainly looked a million dollars, even if it didn't cost anything like that much. The circuit's twisting, undulating Tarmac is a great place to show off the new car's performance. Yet Ascari is also very private, meaning that though your more ambitious spy snapper might get a long lens onto the outside, in all its camouflaged glory, they won't get a clear shot of the R8's interior, which is still a closely guarded secret ahead of its Geneva show debut. But this privacy serves another purpose, too: it prevents anyone from overhearing the gathered Audi personnel. And most of them are currently giggling.

Seriously, they're like a bunch of naughty schoolboys – an endearing exhibition from a group of Germans charged with the important business of bringing the successor to such a highly regarded model to market. The reason for this mischievous mirth is equally striking, however, and itself of the aural persuasion – being quite simply the astonishing noise emanating from the new R8 V10's optional sports exhaust: part F1 car, part AK-47, part rocket-propelled grenade. These guys have been at the circuit for days, on the project for years, and still they find it irrepressibly amusing. And, much like an assembly of errant school kids, they seem ever so pleased with their achievement.

Why shouldn't they? The new R8 launches in two guises: V10 and V10 Plus, a statement of intent if ever there was one. Both are powered by uprated versions of the 5.2-litre unit from the previous car; the regular V10 jumps 11kW from 386kW to 397kW, while the V10 Plus leaps 45kW from 404kW to 449kW – matching the Lamborghini Huracan's variant of this engine. So there's pedigree. But the bigger point is that, while the rest of the supercar world is charging towards a turbocharged future, the R8's V10 remains normally aspirated, with all the benefits to throttle response and mechanical orchestra this brings. The Performance steering wheel even boasts a dedicated exhaust button – a shot across the forced-induction bows of the Ferrari 488 GTB and McLaren 650S. *This* is what a supercar should sound like.

Audi has been refreshingly restrained with the artifice throughout. Yes, there's seven-stage stability control, variable-ratio steering, adjustable magnetic ride suspension, the manual gearbox is gone and the interior gets a 'Virtual Cockpit' digital instrument cluster like the latest Audi TT (and, um, Volkswagen Passat). But the magic steering and suspension are optional. The only piece of active aerodynamics is a modest, speed-sensitive spoiler on the trailing edge of the engine cover, which the V10 Plus ditches for a larger fixed appendage. The four-wheel-drive system is now constantly variable, able to send up to 100 per cent torque to the front or the rear wheels, but the limited-slip differential also operating at the back is entirely mechanical. Instead of being some kind of new-fangled e-diff hero construct, it locks at a fixed 25 and 55 per cent. The determination to avoid unnecessary complexity here slices through the acronym fog emanating from ever more electronically-assisted rivals like a lightsaber through a dairy solid. Yet R8 project leader Roland Schala promises the new car is both 'recognisably' faster and more comfortable. How the hell has Audi managed that?

Development of the road car has been run in parallel with the new R8 racing car this time around, with advantages to both. The not so secret sauce is the new structure – a carbonfibre reinforced aluminium spaceframe, shared with the Huracan. A full carbon tub was too expensive, so instead the carbonfibre transmission tunnel, B-pillars and firewall are bonded into an aluminium framework by hand. The car's core is 40 per cent stiffer yet half as light as a result, with the carbonfibre luggage storage area in the nose saving further weight. The changes bring the V10 Plus down from 1 595kg to 1 555kg wet, split 48:52 front/rear, while allowing the suspension to function more effectively. There's also a new front axle and steering ▸

Virtual Cockpit leaves the Actual Cockpit with nothing to do

Sharper, more corporate and hardly ugly, but is it prettier than the first one?

set-up, but the 2 650mm wheelbase is the same (and 30mm longer than the Huracan's).

We're not going to find out what this means for the driving experience from behind the wheel today – it's passenger laps only at Ascari. But as you can see from our exclusive studio shots, Audi has predictably circumvented that 'difficult second album' nonsense by avoiding radical visual change. Key identifiers such as the slightly cab-forward stance and side-blade air intakes carry over, although these last are now split in two, above and below the beltline that travels front to back. Despite the same track width and only a 40mm increase across the body, the car looks broader and somehow deeper, thanks in part to the vertical daytime running light signature front and rear, paying homage to Audi's Le Mans racers. High-power laser headlights are optional, all-LED units standard.

Still, everything on the outside of the R8 is now sharper, as if the rounded baby fat of the original has been trimmed away to reveal harder edges and greater focus. The new nose is longer, coming to more of a point around the pronounced, snout-like, single-frame grille – an imposing detail that will likely lose some impact once bisected by a number plate – and allowing for a four-litre increase in under-bonnet luggage capacity to 104 litres. Inside, a set of golf clubs will fit behind the solitary pair of seats. *Just*.

Many criticised the original's interior for sharing too

Development of the road car and the new R8 racing car have run in parallel

Audi R8: evolution of the species

2003: Le Mans Quattro concept
Built to celebrate Audi's three successive wins at Le Mans. Engine was a 449kW twin-turbo version of the Gallardo's mighty 5.0-litre V10

2004: RSQ
Will Smith's ride in *I, Robot*. The third generation R8 out of time?

2008: R8 4.2 V8
Announced in 2006 and in production two years later, complete with astonishing looks, four-wheel drive and a 309kW dry-sumped 4.2-litre V8. Shockingly brilliant

2008: R8 V12 TDI Concept
Audi's diesel racers were rampant at Le Mans, hence this prototype R8 with a 6.0-litre V12 TDI. 368kW and 1000Nm of torque. No production version

2009: R8 LMS racer
The first racing version of the R8, designed to comply with FIA GT3 regs. Powered by a 367kW 5.0-litre V10 and rear-wheel drive only

2010: R8 5.2 V10
With 386kW and 5.2 litres, the V10 launched Audi into supercar territory. 0-100kph in 3.9sec and 315kph. The first production car to feature all-LED headlights

many parts with the rest of the Audi range. Schala and team have listened, and the R8 is now much more bespoke. One of the reasons they aren't allowing photographs of the cabin at Ascari is that elements of it are still pre-production, so the quality of finish isn't quite up to spec. Among these are the paddleshifters, which are currently the same cheap-feeling and minuscule flappers you'll find on every other Audi. They jar particularly, given the sexy steering wheel. This features split spokes – like the Porsche 918 – infotainment switches and, on the Performance wheel found in the V10 Plus, four round controls that look like rocket thrusters. The two larger ones, which also feature on the regular wheel, are the Drive Select button on the left and a big red starter button on the right. Below the starter is the indulgent but most welcome exhaust button; press here for a reminder of why you didn't buy a car with turbochargers. Opposite is the Performance dial – poke and twist to optimise the car for maximum attack in the Dry, Wet or Snow. Yes, the new R8 has dedicated settings for high-speed driving in the snow.

This is in addition to the usual Audi Drive Select choices of Comfort, Auto, Dynamic and Individual, which allow you to tailor the throttle response, steering weight, gearbox and – where fitted – the magnetic ride variable suspension. Each also tweaks the behaviour of the four-wheel-drive system. There's a separate button ▸

BONDED TUB
Core structure is an aluminium spaceframe reinforced in key areas by carbonfibre structural elements glued in place – more stiffness, reduced weight

Despite appearances weight distribution is 48:52 front/ rear

LASER GUIDED
LED lamps are standard; lasers are optional. DRL graphics have been designed to echo those of the all-conquering Le Mans car (smeared Mulsanne bugs not supplied)

2010: R8 5.2 V10 Spyder
The first topless R8 made its debut alongside Tony Stark in Iron Man. Heavier than the coupe, the Spyder redeemed itself on aural splendor

2011: R8 E-Tron prototype
All-electric R8 was the follow up to the earlier concept. Twin rear motors, 280kW and a 210km range. No production greenlight though

2011: R8 GT and GT Spyder
412kW, a 100kg weight reduction and a limited production run. 0-100kph in 3.6sec and a top speed of 320kph

2012: R8 facelift
Mild visual update but more purposeful mechanical upgrade, including new seven-speed S tronic dual-clutch auto in place of the much-maligned six-speed R tronic

2012: R8 V10 Plus
As the name would imply, an R8 with more (and less): 404kW, ceramic brakes, bucket seats, carbonfibre parts and re-calibrated suspension

2014: R8 LMX
The most powerful version to date (419kW) and limited to 99 units. Laser lights from the R18 racer.

➤ 20-inch wheels, R8-specific Michelins and four-wheel drive add up to gut-wrenching levels of grip

The R8 never feels snappy, a deliberate contrast to the Lamborghini Huracan – 'a beast' – at extremes

on the centre console for deactivating the ESC entirely but, as with most modern systems, the fastest lap times are set with its assistance. Audi head of suspension characteristics, Victor Underberg, is ultimately responsible for the new R8's chassis, and explains that the car will detect if you're a nervous driver and intervene to 'calm you down', but that if you're in ESC Sport and all your inputs are constant, 'there is no need for the system to act'.

It's a little sad to be saying goodbye to conventional dials, but the digital screen that fills the instrument cluster in their stead is pretty slick. This Virtual Cockpit offers multiple viewing choices, from a full-width navigation map to the Classic two-dial speedo and tacho set-up and the racier Sport, which has a central rev-counter and the option to display everything from tyre pressures to g-forces on either side. All of the infotainment takes place within the Virtual Cockpit, too, freeing the centre console to become a dedicated home to a few buttons and the climate control. This leaves the passenger with nothing to look at or fiddle with, but that's not a problem at Ascari, because Audi racing and development driver Frank Stippler is at the wheel.

Audi says the new V10 Plus will do 0-100kph in 3.2sec and hit 200kph in 9.9. What this really means is that when Stippler gives it the beans leaving the pitlane, heading straight uphill and then immediately into a downhill off-camber left, you don't know whether to vomit or swear. To be clear, a weak stomach is not usually a personal problem, but such is the speed we're carrying it takes about three corners for the internal organs to catch up. Whatever your position on the death of the manual gearbox, the seven-speed dual-clutch in the R8 is now 'so perfect' (according to Schala) that it allows 'full velocity changes'. No kidding. A similar experience at this circuit in a 650S felt no less intense.

Stomach and body reacquainted, time to take stock. The R8 is moving around a bit, both on the brakes and in the corners – and despite the optional 20-inch wheels with R8-specific Michelin Pilot Sport Cup 2 tyres – testament to just how hard Stippler is working the car. Hard enough that the standard carbon-ceramic brakes of the V10 Plus are on fire by the time we return to the pits. Actual stopping power is never in doubt, though, and actual corrective steering inputs are only minor, except where extended oversteer is deliberately provoked; on the cool-down lap Stippler reveals this car has the variable ratio steering, which helps, but even the regular rack is quicker than before. At no point does the R8 ever seem snappy, a deliberate contrast to the

Huracan at extremes, which Schala repeatedly describes as 'a beast' (an ambiguously astute term, you suspect). Audi has its own calibration for everything from the four-wheel drive to the engine.

Helped by a 30mm lower seating position and reduced centre of gravity, the sheer structural stiffness of the new R8 allows for noticeably more sophisticated suspension tuning. This car is not using magnetic ride, which gives even greater variance between comfort and performance, but Stippler is jamming it over Ascari's 10cm kerbs with scarcely a ruffle, testament to its high-speed compliance. Yet the body motion during the transition into turns is lurch free and Stippler praises its poise. 'Back on the throttle in the middle of the corner. Once the car leans on the outside wheel at the rear, it gives you a lot more support.'

Add in that new four-wheel-drive system's ability to shove everything in the direction of either axle, and you've got an R8 that's faster yet easier to use. 'This was a big challenge,' Stippler explains, 'because the brief was not to make it more

comfortable and as good as possible on the track. It was both: faster on the track – more driveable on the edge – and more comfortable from Hamburg to Munich.' A journey that shouldn't take long – Schala, eyes alight

Fixed wing denotes V10 Plus. Camo denotes a history of substance abuse

with the mania of someone who's clearly been there, reckons the new car's extra downforce makes driving at its 330kph top speed 'no sweat!'

Talk of Ferraris and McLarens might seem rich in the context of an Audi, but when asked which rivals he was considering when plotting the R8's return, Roland Schala replies, 'All of them'. Then, perhaps in a moment of indulgence, he comes over all Steve McQueen and expounds further – 'In sports cars there is only one number one. Second is first loser.' The V10 crackles and whooshes in the background; Audi knows this big, characterful normally aspirated lump is its trump card. There may be R8s with smaller engines and turbochargers in the future, even an all-electric E-Tron, but the V10 is both the heart and the soul of this car, and Audi is as keen as us for it to stay. tc

THE TOPCAR F1

2015 SEASON GUIDE

THE 2015 RACE CALENDAR, TV TIMES PLUS OUR VERDICT ON THE NEW CARS, DRIVERS & RULE CHANGES

Words:
Dieter Rencken & Tom Clarkson

AFTER A complete revamp of the rule-books in 2014, the incoming season marks an era of welcome stability, with mainly safety-related updates to sporting and technical regulations being introduced. In fact, so minimal are the changes that only slight revisions to noses, cockpit surrounds and side protection panels are required to update the cars year-on-year.

Nose regulations have been revised – through a doubling of crash zones – to improve safety and aesthetics, while driver safety has been improved in the wake of Jules Bianchi's horrific accident. The inclusion of Zylon, an almost-impregnable material, in monocoque sides has long been on the cards, and is mandated.

On the mechanical side, engines have been updated according to a strict table of 'tokens', with individual components given 'token' value and a limit to the number of tokens to be used. However, confusion surrounds homologation dates, and thus updated engines are likely to be introduced throughout the year.

Pirelli's range, too, remains virtually unchanged, with the sole tyre suppler introducing only minor tweaks to compounds and construction of the four slick specifications – whose sidewall markings continue as is – and slight revisions to tread patterns on its intermediate/wets.

Formula 1 often gets sucked up its own exhaust. One example is last year's furore over lack of noise: which industry introduces new product, then promptly proceeds to publicly slate it at every turn. Yet, Bernie Ecclestone, CEO of commercial rights holding entity Formula One Management, did just that…

The new-for-2014 1600cc hi-tech hybrid V6 turbo engines are exactly what the sport needs as it faces a period of consolidation created by dwindling interest in core markets such as Germany and Italy, and plummeting TV interest across the globe. And, strangely, during testing they sounded louder…

Nowhere was their efficiency better demonstrated than at Monza, F1's temple of speed: The 2014 Italian Grand Prix proved faster in every respect – from qualifying through lap times to race duration – than the previous year's edition, yet the cars covered the same distance on over 30 per cent less fuel. Such statistics deserve to be celebrated not denigrated, for they directly influence tomorrow's road products.

And still they are getting faster: During testing the new cars proved an average of three seconds/lap faster than their direct predecessors – admittedly off a low base due to 2014's teething issues, but still…

All in a fascinating season awaits: the technology is mature enough to permit prodigious development, while at the sharp end there is sufficient cockpit continuity to ensure repeats of 2014's thrilling battles and enough change (Alonso's move to McLaren and Vettel's defection to Ferrari) to ensure intrigue and unpredictability – the spices of F1.

Mix old ingredients with new, sprinkle in a returning venue, add a teenager or two, and a bumper 2015 surely awaits!

- Cinturato Green, intermediate wet
- Cinturato Blue, full wet
- Red, supersoft for street circuits
- Yellow, soft dry
- White, medium dry
- Grey, hard dry

Power vs downforce

More power or less, wider tyres or not, more aerodynamic aids or purer race cars? Ferrari want one thing, Red Bull another. Who'll decide?

YOU CAN TELL that Ferrari has a marketing man at the helm these days. At the end of February the team issued pictures of a concept car, under the heading 'how F1 cars could look in the future'. It gave their sponsors the oxygen of publicity and got Formula One's design boffins thinking about the future of the sport in general terms.

There's a common desire to make F1 faster and noisier in the future, but, as yet, no agreement about how best to achieve those goals. Ferrari want a return to twin-turbo V6s that produce 746kW (Enzo always believed F1 was an engine formula), while wind-tunnel king Adrian Newey wants aerodynamics to play more of a central role. Mercedes want to keep the status quo – funny that.

The desire for more speed and sound follows the negativity that surrounded the new cars last season. Fans and race promoters expressed their disappointment and this is F1's answer, even if they've yet to agree how to do it. 'F1 cars must remain comfortably the fastest in the world around a traditional race circuit,' says Christian Horner, whose Red Bull team have also offered up an F1 concept car. 'As soon as that position is threatened, as it was last year when the pole-sitter for GP2 would have invariably qualified halfway up the F1 grid, the business model goes out the window.'

What Horner's saying is this: why spend €80m (R1bn) to be back of the grid in F1, when you can spend €3m (R39m) in GP2 and go pretty much the same speed?

But horsepower or aero, that's the question, and there appears to be more of a leaning towards horsepower, with fatter tyres and wider cars. Excess grunt looks spectacular at corner-exit and it makes the cars harder to drive; aerodynamic grip, by contrast, ensures the cars move around less and if the grip is generated by wings it actually makes overtaking harder because downforce becomes inconsistent when following in the slipstream of another car.

'Formula One needs to be more spectacular,' says Ferrari team principal Maurizio Arrivabene. 'The cars need to be aesthetically more appealing and make noise akin to a heavy metal band. A real revolution is called for, with significant and radical changes.'

In typical F1 fashion, the teams don't look like being capable of agreeing a technical direction for the future. It will be left to the FIA to stipulate what will happen and rather than being afraid of the decision, president Jean Todt should relish the opportunity to leave a lasting legacy on the sport.

VERDICT: Power will beat aero, because F1 has to be a spectacle, not a science lesson.

Mercedes AMG F1 Team

Nico Rosberg/Lewis Hamilton

IT TOOK REIGNING constructors' champion Mercedes five years to get there, but when it arrived it blitzed new-look (and-sound) F1, taking a record-setting 16 wins and losing just three through minor niggles or driver errors. More often than not it was a question of which driver – Lewis Hamilton (11 wins) or Nico Rosberg (5) – would take victory, such was Stuttgart's domination.

In short a class team built a class chassis in a class factory – all powered by a class engine – for which the first building blocks were in place well over three years before F1 switched to hybrid engines. Such foresight pays handsome dividend, and reduced the rest to also-rans who hardly dented the operation's performance as the year wore on.

For 2015 Mercedes has wisely stuck to its winning formula, making changes only where necessary. It has evolved its dominant package rather than going for wholesale change, and thus the W06 Hybrid looks like a refined version of its predecessor, although the engine has been upgraded where permitted.

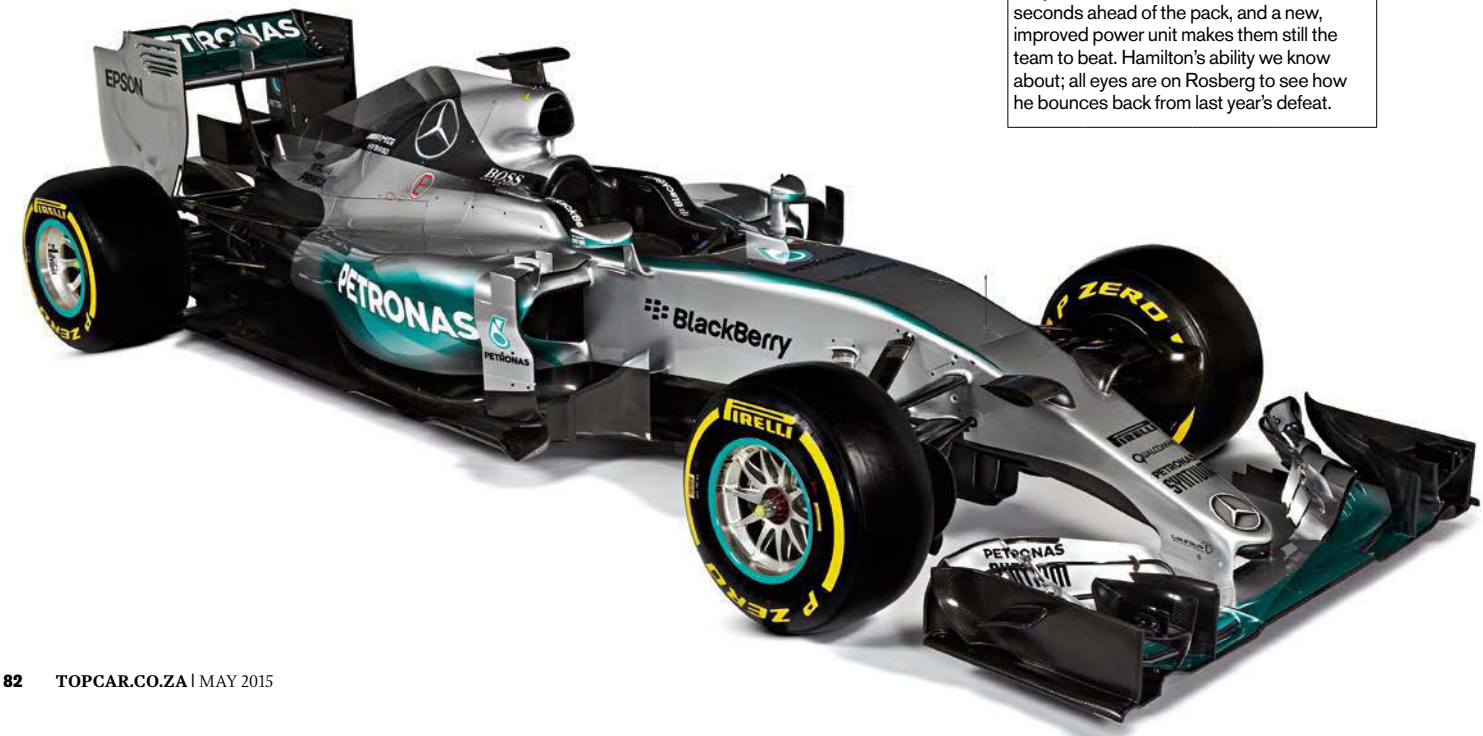
Hamilton (30), as world champion, enjoys star billing, but the team's stated policy is to let its drivers race – albeit without undue risk – so Nico (29) has as much chance of lifting this year's silverware. Should he succeed the Rosberg family would enjoy the distinction of being the first father/son championship combination – Keke scored the 1982 title.

If, though, the Three-Pointed Star has a weakness it lies in its structure: Toto Wolff continues as day-to-day boss, sharing duties with technical honcho Paddy Lowe. Together with engine go-to guy Andy Cowell they report through Niki Lauda, who, as non-executive director, is not team principal in the accepted sense. The structure clearly works when there is no crisis, but has yet to be tested…

Greasing the team is an annual budget of R6bn – yes, billion – supporting upwards of 1100 heads split 700 on chassis and 400 on powertrain at its two bases near Silverstone in the British Midlands. The Mercedes main board obviously believes it to be money well spent, but how long before the law of diminishing return kicks in? **DR**

6	44
Nico Rosberg	**Lewis Hamilton**
Titles 0 **Starts** 166 **Wins** 8 **Podiums** 26 **Poles** 15 **Fastest laps** 10	**Titles** 2 **Starts** 148 **Wins** 33 **Podiums** 70 **Poles** 38 **Fastest laps** 20
He's ticked the last but one box on his CV. The last one? Can he beat Lewis wheel-to-wheel?	F1's biggest talent vs its most fragile mentality? The winner of that battle holds the key to 2015

They won 16 of the 19 races in 2014, often seconds ahead of the pack, and a new, improved power unit makes them still the team to beat. Hamilton's ability we know about; all eyes are on Rosberg to see how he bounces back from last year's defeat.



Mercedes vs itself

They blew all rivals away in 2014, yet their cars still failed to finish six races. Are tantrums, car failures and mistakes their only threat?

THE BEST JUST got better. The team that produced last year's all-conquering W05 has made an even better car this year, which means we're staring down the barrel of *Lewis vs Nico Part II*.

The team kept its powder dry throughout most of winter testing, until it could contain itself no more. On what was Nico Rosberg's penultimate day in the car, the team strapped on a set of soft-compound tyres and asked him to see what she'd do. And she destroyed the opposition, lapping Barcelona 1.2sec faster than anyone else.

The look of disappointment on rivals' faces was all-too-evident. 'We knew they were quick,' said Williams star Valtteri Bottas. 'But *that* is very quick.' Sebastian Vettel and Romain Grosjean echoed his sentiments as they all came to terms with fighting for the accolade of 'best of the rest' for the next nine months.

Worse still, the car is much more reliable than last year's W05. Technical problems forced Hamilton and Rosberg to retire three times each last year, but the W06 has been reliable from the get-go. Rosberg set an all-time record for a new car when he completed 695km on day one of winter testing at Jerez – a trend that the team repeated in Barcelona.

What will happen next is the team will sandbag; they will try to give rivals hope, as they did last year, when Nico Rosberg won the season-opener in Melbourne by 26sec. 'I could have lapped the entire field,' he admitted later in the year.

So it looks like Mercedes' main rival is going to be itself. If it's to win the world title in 2015, it has to fill in some of the tiny operational holes in its armoury from last year. Increased competition means it can no longer afford the sort of freak electrical problem that prevented Rosberg from completing a lap of the Singapore Grand Prix; it cannot make the strategic blunders that cost the team victory in the Hungarian Grand Prix and it cannot allow one of its cars to bail out of Q3 when track conditions are clearly improving, as was the case with Lewis Hamilton at Silverstone. The team needs to complete as close to the perfect season as possible.

And strong though it may be right now, Mercedes cannot rest on its laurels. Williams again looks threatening while Ferrari appear much improved from last year.

As for the drivers, the intra-team battle between Rosberg and Hamilton will be a central theme of the season. Mercedes boss Toto Wolff has reiterated his desire to let them race this year and the extent of the psychological warfare between the drivers will depend on the threat that Rosberg gives to Hamilton. The reigning champion is the more fiery character and if Nico challenges him from the outset, expect the fall-out to come quickly; if Hamilton can build a healthy lead during the early races, expect more cordial relations.

Hamilton, we know, can perform at a high level every year – such is his peerless level of natural ability. He has the complication of being without the experience of engineer Jock Clear on his side of the garage. Jock's off to Ferrari, leaving Lewis's regular race engineer Pete Bonnington to pick up the pieces. Perhaps more significant is Lewis's split from long-term girlfriend Nicole Scherzinger.

Rosberg will be hoping Hamilton's form suffers, while he tries to continue the form he showed in 2014. There are reasons to believe he can put together a convincing title challenge, not least of which is the fact that his rate of improvement has been fairly linear since he won his first race in 2013.

Overnight he became more self-assured and he grew as a driver. That manifested itself in two ways: speed (he out-qualified Hamilton 11-7 in 2014) and technical feedback. He talks like an engineer when describing the handling of a car and he's the one who steers the development direction.

What Rosberg needs to do now is *race* Hamilton and beat him. Every time they went wheel-to-wheel last year, Rosberg came off the worse; either he got beaten (Bahrain), or it ended in tears (Belgium) with a coming together. To out-race Hamilton is easier said than done, but that's his only title chance.

'I think the title fight will be between Lewis and myself,' says Rosberg. 'I know Lewis well and I know what I need to do to beat him. I learnt a lot last year and I've come back stronger.'

If Rosberg's confidence is genuine, the outlook for Mercedes is bright. They have the car, and despite some bad moments in 2014, they're still a superb racing team. It's theirs to lose.

VERDICT: Will reliability, errors and Lewis strops undo Merc's title hopes? No, and Lewis will pinch it again, this time from under Nico's nose. **TC**

Scuderia Ferrari

Sebastian Vettel/Kimi Räikkönen

5	7
Sebastian Vettel	**Kimi Räikkönen**
Titles 4 **Starts** 139 **Wins** 39 **Podiums** 66 **Poles** 45 **Fastest laps** 22	**Titles** 1 **Starts** 212 **Wins** 20 **Podiums** 77 **Poles** 16 **Fastest laps** 39
Four-time world champ jumps from humiliating 2014 frying pan into Ferrari hot-seat fire	Spent 2014 understeering quietly at the back of the top 10. This is his last chance

After its first win-less season since the pre-Schumacher days of 1993, this year is about consolidation. They need to get the best out of Räikkönen, and help Vettel to bed into his new team quickly. If Seb's to build a Schumi-style dynasty, it needs to start soon.

IT COULDN'T CONTINUE, and it won't: Last year Ferrari hit new lows, failing to win a race. It came at the worst possible time for parent Fiat, which went public and holds similar plans for Ferrari. Thus Fiat CEO Sergio Marchionne axed president Luca di Montezemolo and others not already shown the door.

Indeed, the only familiar red-clad figure in the 2015 paddock is Kimi Räikkönen (35), with new (or elevated) faces occupying the technical director roles, with the entire structure overhauled by new team principal Maurizio Arrivabene, formerly marketing chief of Ferrari sponsor Philip Morris (Marlboro), who has an estimated R5.4bn at his disposal for the season.

SF15-T, the first red car delivered by James Allison, who has a host of championship-winning cars on his C.V., is neat and clearly a step up from 2014's car. It set fastest times on three of four test days at Jerez – but then last year's version topped the timesheets on occasion, too …

The hybrid V6 engine has been revamped, losing weight (10kg is the word) while gaining outright power and driveability, but sonic measurements show it to be slightly shy of the competition.

Quadruple champion Sebastian Vettel (27) joins Räikkönen after Fernando Alonso's defection, making Ferrari the only team other than McLaren to employ two champions. Critics question the motivation of the drivers, pointing out that both were creamed by their respective team-mates last year.

However, Vettel clearly needed new challenges, and during testing the haunted look the German bore for much of 2014 was gone, replaced by his smiling demeanour of old. On track he appeared quick and relaxed off it - but the feeling lingers that SF15-T, while a potential race winner on the right day in the right hands, remains a step away from being a regular title challenger.

Arrivabene has set Ferrari's sights low for 2015, expecting no more than a brace of wins from the new-look team as he ramps up for the future (and Ferrari's listing). True, that is two more victories than Maranello scored under the old regime, but certainly not enough to appease the hordes of tifosi baying for a return to title glory. **DR**

'There's a good atmosphere in the team. I saw Kimi smile the other day so I asked him if he was okay'

Former Marlboro man Maurizio Arrivabene. It's probably okay to smoke

Arrivabene vs Bernie

To succeed as Ferrari boss you need guts, talent and Bernie's ear

FOR THE FIRST time in the 65-year history of Scuderia Ferrari, the unveiling of the team's new F1 car wasn't open to the media in 2015. It was an on-line launch, filmed in the sterile environs of the team's logistics department. No prawn sandwiches or Chianti, no journalists, and no need to answer difficult questions about recent staff changes or years of failure.

The idea of the virtual launch came from new team principal Maurizio Arrivabene. He's a marketing man by trade, having fronted Philip Morris's marketing department prior to taking the top job at the Scuderia in November, and he rightly believed that Ferrari would dominate the following day's back pages without any of the hassle of a live launch.

'I will be satisfied if we score two victories this year,' he said. Boom! After the team's most chaotic 12 months in recent memory, in which it failed to win a race and lost its star driver, he'd immediately set an ambitious target. The Italian media duly sharpened their knives.

But Arrivabene isn't afraid to do things differently. He turned up for the pre-season photoshoot without a tie, something that no previous team principal had dared do, and when all of the team management were standing in line behind the SF15T he grabbed his crotch and declared: 'Let's get started!'

While he's a flamboyant character, Arrivabene appears to achieve the delicate balance of being fun and charismatic, while also getting things done. He isn't afraid to have difficult conversations: within weeks of arriving at the team he'd fired some senior engineers, including Briton Pat Fry. People inside the team weren't afraid of him, but he certainly had their attention.

As important as the changes taking place in Maranello is Arrivabene's relationship with Bernie Ecclestone. They got to know each other while Arrivabene represented the sport's sponsors on the F1 Commission and they became as friendly as F1's tsar is with anyone in the sport. It's understood that Bernie encouraged Ferrari president Marchionne to employ Arrivabene as team boss.

The special relationship between Ferrari and Ecclestone goes back to the team's founder, Enzo Ferrari. Bernie has always understood the importance of Ferrari to F1, hence the millions of dollars he pays the team every year under the heading of 'historical importance.'

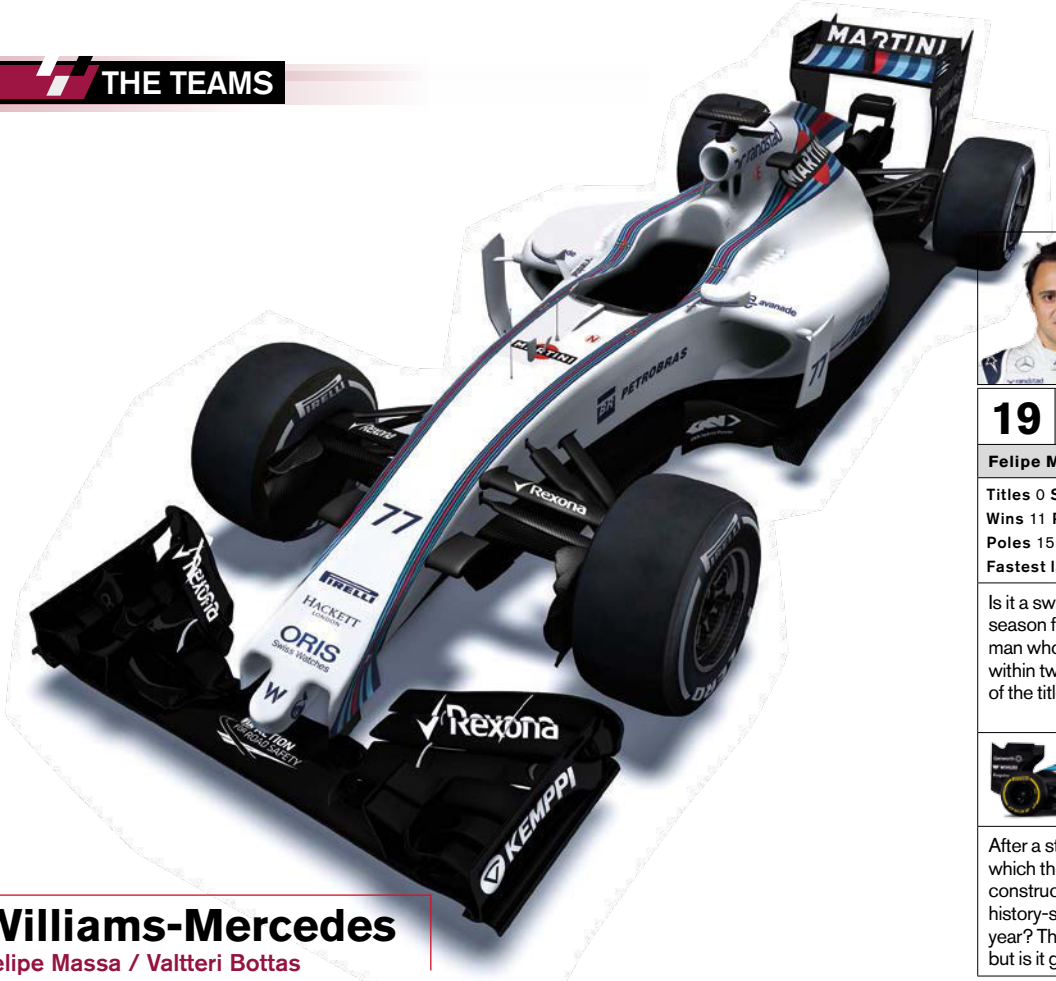
Arrivabene has worked with Ferrari in F1 since he joined Philip Morris in 1997. 'Formula One is nothing without Ferrari,' he says. Given his view, the team can be confident that he will fight their corner.

Arrivabene will have to earn the confidence of people in the team, but the drivers appear to be the least of his worries. He knows Kimi Räikkönen already from his time at Philip Morris and he's forging a good relationship with Sebastian Vettel, who is relishing the quick-witted banter of his new boss. 'There's a good atmosphere in the team,' says Arrivabene. 'I saw Kimi smile the other day, so I asked him if he was okay.'

It's easier to have a good atmosphere when you have a good car, and the SF15T has been quick and consistent during testing. According to Räikkönen, the 2014 weaknesses have been ironed out, and the trackside team is about to be boosted by Jock Clear from Mercedes.

It's too early to talk about a Ferrari revival, but the future looks better. That's what happens when you get the right man in the right job. **TC**

VERDICT: When Ferrari win the title in 2018, we'll look back on 2015 as the turning point.



19	77
Felipe Massa	**Valtteri Bottas**
Titles 0 **Starts** 210 **Wins** 11 **Podiums** 39 **Poles** 15 **Fastest laps** 15	**Titles** 0 **Starts** 37 **Wins** 0 **Podiums** 6 **Poles** 0 **Fastest laps** 1
Is it a swansong season for the nearly man who came within two corners of the title in 2008?	F1's hottest new boy took the grid by surprise in 2014. Ominously, he's now 'ready to win'. May do it!

After a stupendous season in 2014, in which the team bounced up to third in the constructors' championship, can Sir Frank's history-steeped outfit repeat the feat this year? The drivers say the FW37 is better, but is it good enough?

Williams-Mercedes

Felipe Massa / Valtteri Bottas

EVERYBODY LOVES AN underdog, and when he returns and does good, the feeling is even better. Ask Williams: Having slumped to ninth in the 2013 constructors' championship, team boss Frank Williams embarked on a root-and-branch overhaul of his once-illustrious team. Result: third in the championship behind Mercedes and Red Bull after a pole and numerous podium finishes, and a consistent closing of the gap to the front.

The most obvious performance enhancer was a switch to Mercedes power, but that tells half the story, for the entire technical team was revamped, with Pat Symonds – of Benetton/Renault title-winning fame – heading the nuts and bolts division while Frank's daughter Claire chases money to balance a R2bn budget. Finally, former Jaguar executive Mike O'Driscoll was recruited to stabilise the business side.

Crucially the core team remains *in situ*, as do most sponsors - while others, such as fragrance company Rexona, come aboard - with further stability provided by drivers 25-year-old Valtteri Bottas, tipped by many as Finland's next world champion, and the veteran Brazilian Felipe Massa (33), who reckons he has at least one more win within him.

The FW37, the first Williams overseen by Symonds, has a strikingly short nose, yet complies with all crash test regulations – bearing testimony to creative design and engineering. At Jerez it was consistently the fastest through the traps – a characteristic it inherits from its forebear – yet, said Bottas, felt planted through the turns on coldish rubber on a moist track. That points to extremely efficient aero.

Add in a slicker race operations team, and all the signs are that Williams is back with a vengeance – and the only outstanding question is who will win Sir Frank's next race. Will it be Bottas with his maiden victory, or Massa sealing an illustrious career? **DR**

Williams vs Valtteri Bottas

The young Finn won't forget the faith Williams showed in him. But it's win or leave in 2015

NOTHING QUITE beats the excitement of a new talent arriving on the scene in Formula One. Whether it's Gilles Villeneuve spinning repeatedly *en route* to 11th place on his debut at Silverstone in 1977, or Ayrton Senna catching Alain Prost in the rain at Monaco in '84, these are defining moments in the history of the sport.

The grid is bulging with fresh talent in 2015. Daniel Ricciardo needs no introduction here and Valtteri Bottas, Williams' new superstar, has had praise heaped upon him after bagging fourth place in the drivers' standings. But while Ricciardo's arrival at F1's top table can be linked to his wins in Canada, Hungary and Belgium last year, Bottas's stand-out performance is less easy to spot.

Let me take you back to last year's Austrian Grand Prix. It was the only race of the entire season at which a car other than a Mercedes started on pole position. The front row was a Williams lock-out, but it was Felipe Massa on pole and not the highly regarded Bottas. Hardly anything for the Finn to write home about, but here's the thing: he didn't have a fully functioning FW36 during qualifying.

The 0.087sec with which Massa out-qualified him would have been handsomely reversed had the fuel-flow sensor on his car been functioning properly. As it was, he lost 0.2sec per lap and he had to drive the lap of his life to get so close to Massa. When the team asked him not to reveal the problem to the world's media, he respected their wishes despite it looking as if he under-performed. It spoke volumes about him as a driver and as a person. For the record, he finished third in the race – his first F1 podium – and 9sec ahead of Massa.

Bottas scored a total of six podiums in 2014, four of them during a five-race purple patch. That included a very determined drive from 14th to second at Silverstone, after which he committed to the team for 2015. But Bottas has made it clear that second is no longer enough.

'Winning is the next thing,' he says. 'I finished second on two occasions last year, so it's only natural that I now want to win. That's the next step. We've made a lot of progress at Williams over the past year and I believe that I can win with this team.'

If Bottas doesn't win a race this year, his management wouldn't be doing its job if it didn't look around for better opportunities. Drivers are only in vogue for a limited period; if they stagnate, they get forgotten. Look at Nico Hulkenberg: a couple of years ago he was very highly regarded, but he never got the top drive and his star has now been superseded by the likes of Bottas and Ricciardo.

Bottas needs to keep the momentum going and, luckily for him, some top seats might become available at the end of the year. Räikkönen (Ferrari), Hamilton (Mercedes) and Button (McLaren) are all potentially out of contract and all three of their current teams have deeper pockets than Williams.

Drivers are only in vogue for a limited period; if they stagnate they get forgotten

'We want to re-sign Lewis,' said Mercedes boss Toto Wolff at the end of last year. 'If that doesn't work out we'd look to replace him with Alonso and if we can't get him, Bottas. We think Valtteri is very quick, very talented.'

Never has Williams needed to win a race more than this year. They need it to keep up the momentum of last year and they need it to keep hold of Bottas beyond the end of the season. **TC**

VERDICT: Williams may get that win, but Bottas will be driving for McLaren in 2016.

▲ Valtteri Bottas: 'I finished second on two occasions. Now I want to win'

Red Bull Racing-Renault

Daniel Ricciardo/Daniil Kvyat

IT'S ALL CHANGE at Red Bull Racing, what with technical guru Adrian Newey stepping back to concentrate on other projects - including his ambition of designing America's Cup-winning yachts - and the squad's four-time champ Seb Vettel flitting off to pastures redder. However, whoever believes the class act of 2010-12 is on the way out is surely in for a rude awakening, for RBR has incredible strength in depth.

True, the Renault-powered RB11 – in effect Renault's "works" effort - failed to head the time sheets during F1's four-day pre-season test in Jerez in early February, but last year's car, too, languished near the bottom at the equivalent test after Renault's (largely resolved) tractability issues took their toll, yet RB10 bounced back, scoring three wins courtesy of Daniel Ricciardo (25).

The perma-grinning Australian, having comfortably out-performed Vettel throughout 2014, assumes the lead role while providing crucial continuity, backed up by 20-year-old Daniil Kvyat, the Russian sensation who impressed with his maturity during his maiden season with RBR's "baby" sister team Toro Rosso.

"Dan1" is as pumped up as ever, confident that he can repeat his (albeit opportunistic) 2014 successes, while there is no doubting the speed displayed by "Dan2" last year, even if consistency too often blighted Kvyat's rookie campaign. However, if the team, overseen by the ambitious Christian Horner, nurtures him half as well as it did "Ricci", then he, too, should be on the podium and winning races before the season is out.

That Newey remains in the background became clear during the unveiling of RB11, which, although mainly the work of Chief Designer Rob Marshall, bears all the hallmarks of its race-winning predecessors. The exquisitely detailed car, which bore camouflage colours during testing to hide its many secrets from prying eyes, is clearly an evolution of RB10, updated where required by the regulations.

Despite all the changes in Milton Keynes it is a given that Red Bull Racing will return to its championship-winning ways, for all ingredients are in place, including a mammoth budget of around R4,5bn (excluding engines), youthful talent, strong management, and, last but not least, Newey in a mentoring role. The only outstanding question is: "Will it be this year?" The answer to that lies squarely in Renault's hands… **DR**

3	26
Daniel Ricciardo	**Daniil Kvyat**
Titles 0 **Starts** 69 **Wins** 3 **Podiums** 8 **Poles** 0 **Fastest laps** 1	**Titles** 0 **Starts** 18 **Wins** 0 **Podiums** 0 **Poles** 0 **Fastest laps** 0
He did for Vettel in 2014 and was the only non-Merc race winner. Do not rule him out	He replaced Ricciardo at Toro Rosso, and now follows him to Red Bull. Still only 20

Despite stories to the contrary, aero genius Adrian Newey has been involved in the design of the RB11. So aerodynamically the car is strong, and Dan Ricciardo sure knows how to hustle it. But will Renault let the side down? And will rookie Russian step up?

McLaren-Honda

Fernando Alonso/Jenson Button

14	22
Fernando Alonso	**Jenson Button**
Titles 2 **Starts** 234 **Wins** 32 **Podiums** 97 **Poles** 22 **Fastest laps** 20	**Titles** 1 **Starts** 266 **Wins** 15 **Podiums** 50 **Poles** 8 **Fastest laps** 8
Left McLaren in a huff (2007), left Ferrari in a huff (2014), now back at McLaren. Huff 3, or hero?	Victim of epic Ron dither at back end of '14, but experience told. Will quietly annoy Alonso

It's been a sticky start with Honda. Testing couldn't really have gone worse: a lack of reliability and a hefty shunt at Barcelona for Alonso summed up their troubles. But few people doubt the potential of the package – in the long term.

BACK TO THE FUTURE: seemingly the motto of McLaren and Honda as they team up again, evoking memories of the golden 80s/90s, when the Anglo-Japanese team steamrollered the field. Not content with looking back to that era, McLaren boss Ron Dennis, himself an active returnee after a spell as non-executive chairman, put aside his acrimonious 2007 rift with Fernando Alonso (33), and signed the headstrong Spaniard.

The question is: Will it work? Yes, both men have mellowed and all three parties are in need of redemption - Alonso, the defining driver of his generation, has just two crowns to his name; the team boss on account of McLaren not having won a drivers' titles since 2008 or a constructors' championship this decade; Honda to erase memories of its last, lack-lustre campaign - but mere hunger does not guarantee F1 success.

The only 'carry-over' from previous campaigns is the super-smooth and -steady Jenson Button (35), who, of course, scored Honda's only win of their previous campaign and won his world title with a chassis destined to be the Japanese company's 2009 car before suits pulled the plug, so even he has history with the partnership. In fact, the only 'outsider' is Eric Boullier, the Racing Manager who cuts his F1 teeth at Lotus.

MP4-30 has been, in Dennis's words, tailored to 'size zero' – a reference to the extremely tight rear end packaging – while from an aero perspective the technical team, led by chief designer Matt Morris has gone for more balanced airflow rather than 'peaky' readings as was previously the case. Certainly, the silver car is sleek and looked balanced in Jerez – when it ran, that is – its dayglo highlights serving to accentuate its lines.

However, the harsh fact is: despite a budget estimated at R5bn McLaren-Honda are playing catch-up after missing the first year of F1's complex hybrid technology – and it showed. During testing the car regularly headed for the pits with niggling problems such as overheating sensors, with MP4-30 covering fewer than 80 laps over four days. Now consider that on the first day alone Rosberg and Mercedes covered double that…

Still, the entire team has been there; done it – so to bet against McLaren-Honda coming right eventually would be myopic. However, it needs to get on top of all issues PDQ if 2015 is not to go down as yet another lost McLaren (and Honda) season. **DR**

Alonso vs Ron

Last time it ended in R700m worth of tears. Is that hatchet truly buried?

WALKING INTO the McLaren motorhome on the Thursday before the 2007 Belgian Grand Prix, visitors were greeted by the sight of Fernando Alonso sitting at the nearest table to the door; he had his feet on the table and was wearing shades. The wretched look on his face said it all. He was waiting for his boss Ron Dennis to walk in, and we can only imagine the fireworks that followed.

This incident occurred in the middle of the McLaren-Ferrari spy controversy, in which Alonso was a central character. He was furious with Ron Dennis for what he believed to be the reneging of his number one status and he effectively held the team to ransom with the FIA. At the end of some furious politicking, McLaren were fined £40million and excluded from the 2007 constructors' championship. Alonso quit the team at the end of the season.

To say it was a bitter dispute would be a huge understatement. Alonso and Dennis loathed each other, and to think that they're working together again seems ludicrous. But it's happened; they're back together and steering Honda's return to F1.

At the unveiling of McLaren's driver line-up before Christmas, neither Alonso nor Dennis avoided the subject of 2007, and the team even used the hashtag #friendsreunited on Twitter. They answered questions about what went wrong and how they will ensure cordial relations going forward.

'We've both matured since then,' said Dennis. 'I'm not proud of what happened, but we've talked about it and it's in the past. Fernando is one of the best drivers in the world and I'm very happy to have him back at McLaren.'

Alonso, sporting a beard (one of Dennis's pet hates), talked of unfinished business at the team. You sensed in the Spaniard a desire to right the wrongs of the past, and he stated his commitment to the cause. 'I think about F1 all the time,' he said. 'I constantly want to find ways to improve myself and the car.'

During winter testing McLaren team principal Eric Boullier was quick to highlight the pressure that Alonso has placed on the people around him. But he qualified that observation by saying it was a 'healthy pressure, one that should bring the best out of people'.

Rivals will no doubt look for cracks in Alonso's relationship with McLaren, and Dennis in particular, and should there be the slightest hint of tension, expect them to exploit it in the media. Alonso's mood is unlikely to be improved by the pace of the Ferrari. He had two years to run on his Ferrari contract, but sought an early release in order to join McLaren at a time when the Scuderia has produced its best car for five years.

So, either Alonso is making a habit of being in the right team at the wrong time, or he knows something about McLaren's potential we don't. We certainly haven't seen it yet because testing has been a torrid affair, blighted by unreliability and ending in a hefty crash for Alonso at Barcelona, which kept him from racing at Melbourne. But we're told that the MP4-30 looks aerodynamically solid; the rear bodywork is sculpted elegantly around the power unit and the car is much lighter than last year's MP4-29. Honda have the power; all they need is reliability.

If the car's good enough, and Alonso believes the combination of McLaren and Honda will win 'in the not-too-distant future', one of the most unlikely marriages in F1 history could turn out to be a stroke of genius. TC

VERDICT: The toothy smiles will last exactly as long as the car does.

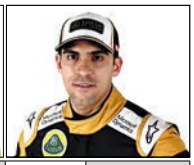
Alonso and Dennis loathed each other. To think they're working together seems ludicrous

Lotus-Mercedes

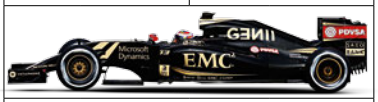
Romain Grosjean / Pastor Maldonado

AFTER MCLAREN SWITCHED to Honda engines Lotus saw the gap and made the switch to Mercedes, thus becoming the fourth team powered by the Triple-Pointed Star. And, not a moment too soon: last year was, to put it bluntly, a disaster as Renault's issues and money problems took their toll, the team plummeting from fourth (in 2013) to eighth after scoring just 10 points via Romain Grosjean and Pastor Maldonado.

Both drivers continue with the team – with Franco-Swiss Grosjean (28) being one of Lotus's biggest assets and the 29-year-old Venezuelan providing large pots of petro-dollars – but so, seemingly, do hangovers from 2014: E23, designed by Nick Chester and devoid of the distinctive twin-prong nose that caused high-speed instability for its predecessor, arrived late in Jerez before completing just 150 laps over three days. However, the bright points are that when E23 ran it posted respectable times, with both drivers stating it was a real step forwards after last year's canine E22. Team owners Gerard Lopez/Eric Lux, venture capitalists both, now need to fund (or find) further investment to top up the team's R2.4bn budget if the winning ways of 2013 are not to remain a distant memory. Such is life for F1's battlers, even with gold standard engines… **DR**



8	13
Romain Grosjean	**Pastor Maldonado**
Titles 0 **Starts** 64 **Wins** 0 **Podiums** 9 **Poles** 0 **Fastest laps** 1	**Titles** 0 **Starts** 77 **Wins** 1 **Podiums** 1 **Poles** 1 **Fastest laps** 0
Has gone from crash magnet to title prospect to also ran. But this is a good car. Redemption time!	Big talent so far obscured by poor judgement. He's a race winner, but risks us forgetting that



After a disastrous 2014, the team looks in better shape this year. The Mercedes power unit is a big step forward from the Renault of last year and the E23 looks much tidier aerodynamically. Hopefully, it'll allow Grosjean to repeat his impressive 2013 form.

Force India-Mercedes

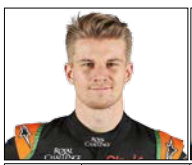
Nico Hulkenberg / Sergio Perez

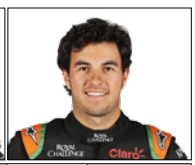
BUT FOR A TIGHT BUDGET, Indian industrialist Vijay Mallya's team would arguably have finished ahead of McLaren in last year's championship – who shows by just how much this compact Silverstone-based team, with its headcount of 300 and budget of R2bn – punches above its weight.

Veteran manager Bob Fernley, as Mallya's 2IC, is in charge of racing operations – and led the call for independents to obtain larger slices of F1's revenues - and engineered a deal which sees the team buy in complete back-ends from Mercedes and use Toyota's state-of-art wind tunnel in Cologne. Thus the technical team led by Andrew Green need only concentrate on the chassis from cockpit forward.

However, budget constraints resulted in Force India skipping the first test and running the second (in Barcelona) with its 2014 car (and old spec Mercedes engine) while awaiting delivery of components for his its new design. Thus it flies to Australia with minimal testing mileage under the wheels of VJM08, which will blight the start of its 2015 campaign.

Drivers Sergio Perez (25) and 27-year-old Nico Hulkenberg remain with the team for another year, with the former's Mexican backers having handsomely contributed to budget, which, as the foregoing saga proves, is insufficient to mount a sustainable challenge. If anything, this amounts to a criticism of F1's revenue structure, and not the independent teams. **DR**





27	11
Nico Hulkenberg	**Sergio Perez**
Titles 0 **Starts** 77 **Wins** 0 **Podiums** 0 **Poles** 1 **Fastest laps** 1	**Titles** 0 **Starts** 77 **Wins** 0 **Podiums** 4 **Poles** 0 **Fastest laps** 3
In danger of becoming one of F1's wasted talents, he needs to kick arse in 2015	A hero in Mexico, he'll be chomping to race at the born-again Mexico GP. Fast but impetuous

The new car didn't appear until the final test, leaving the team on the back foot. They arrive in Melbourne with even fewer miles on the clock than McLaren – and that's saying something. But they have Mercedes power and two strong drivers. You never know.

Scuderia Toro Rosso-Renault

Max Verstappen/ Carlos Sainz Jr

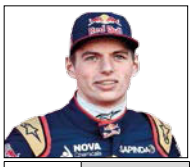
THE BIGGEST BENEFICIARY of Renault's loss of Lotus and Caterham is Italian-based Scuderia Toro Rosso as the engine supplier now services just two teams: Red Bull Racing (its 'works' outfit), and Toro Rosso, the only 'customer' operation.

Being a sister team to RBR brings major advantages for STR as it taps into the mature technology developed by the main team, and thus they share similar engine installations (within constraints) and ancillaries. Such commonality provides enhanced performance and reliability while reducing costs – important on a budget of 'only' R1.8bn.

STR10 is the first design from a team led by James Key, and is a neat car which suffered few issues during Jerez testing. The Briton freely admits the (long) nose design could be replaced by shorter versions as the season progresses (the latter offers aero advantages), and such flexibility is indicative of his approach.

However, forget the car; the big news is STR's driver line-up: Two rookies whose combined age is 37! Contrast that with Button/Räikkönen, who this year both turn 36…

The youngest of the duo, and setting an outright record for age, is Max Verstappen (17), the son of former star Jos, and a driver reared to race in F1 since birth. He finished third in last year's Euro F3 series, and displays maturity way beyond his years. The second driver is 20-year-old Carlos Sainz, son of the rally world champion of the same name. Carlos Jnr walked last year's Formula Renault 3.5 Series, taking seven wins (a record), mostly by record margins. No doubting either's pedigree, but can the team cope with two such precocious talents in a single season? **DR**



33	55
Max Verstappen	**Carlos Sainz Jr**
Titles 0 **Starts** 0 **Wins** 0 **Podiums** 0 **Poles** 0 **Fastest laps** 0	**Titles** 0 **Starts** 0 **Wins** 0 **Podiums** 0 **Poles** 0 **Fastest laps** 0
New regs mean he'd be too young to join F1 in 2016. If he's slow he'll be sent to his room	Being the son of a rally legend not an automatic plus. Hope dad didn't tell him to go sideways

The car looks a handful, so the last thing the team needs is two rookie drivers. But that's what they've got – including the youngest driver in the history of the sport. Their goal is to finish fifth in the constructors' battle.

Max Verstappen vs history

At 17 he's the youngest F1 driver ever. This is Max's unique moment. Chances?

IT HAS TO BE one of two scenarios: either Max Verstappen is one of the most talented drivers ever to drive a Formula One car, or F1 cars have become too easy to drive. Otherwise, how is it possible for a 17-year-old, with only one season of car racing under his belt, to race at the top echelon of motorsport?

The argument for him being an enormous talent is compelling. He was a brilliant kart racer, winning multiple championships, and he stepped straight from karts into European Formula 3 in 2014, finishing third in the final standings. More significant than his championship position was the way in which he improved during the year; he had a very strong second half of the season, winning 10 races.

Max's father Jos – known as 'Jos The Boss' during his F1 career – manages his affairs and has instilled in his son a racer's mentality from a very young age. Not only that, Jos was another driver who was fast-tracked from F3 straight into F1. Back in 1994, when he made his F1 debut, there were mutterings of him being faced with too much too soon, but Max's predicament is very different.

Jos was at Benetton, alongside Michael Schumacher – one of the best drivers in the history of the sport; Max is up against Carlos Sainz Jnr, a good peddler, but there's nothing about the Spaniard that screams 'legend in the making'. Jos's career never recovered from the pasting he received at the hands of Schumacher and Max stands a much better chance of coming out of this experiment well.

It's an experiment because no-one else in history has tried to race an F1 car at such a young age. Prior to Max, the youngest driver of all time was Jaime Alguersuari, who raced for Toro Rosso at the Hungarian Grand Prix of 2009 aged just 19 years and 125 days. He qualified last and finished 15th on his debut, and despite several points finishes over the next couple of years he was dropped by Toro Rosso at the end of 2011. Aged just 21.

When Max lines up on the grid for Toro Rosso at Melbourne, he will be 17 years and 166 days. That's uncharted territory for F1 by nearly two years and if he's the catalyst for a first-corner pile-up, questions will be asked. The FIA is already taking avoiding action, decreeing that from the start of 2016 no driver under the age of 18 will be granted a super licence, but that won't silence the naysayers should something go wrong.

'Age doesn't count anymore,' says Toro Rosso's Franz Tost. 'I don't expect any problems for Max. I'm convinced that if we provide him with a good car, he will immediately score points.'

Thus far Vertsappen's star has shone the brightest of the two Toro Rosso drivers. He ended the first winter test at Jerez with a lap time that was 0.6sec faster than Sainz's best effort and he was visibly hustling the car more than the Spaniard. However, it's worth noting that Max had a handful of Friday practice sessions at the end of last year, whereas Sainz didn't.

That Verstappen was able to complete 880km over two days at Jerez, with only a couple of minor 'offs', was great news for Toro Rosso. The car looked a handful under braking, but he quickly got to within 90% of the car's potential. How good he becomes will be down to how he maximises car set-up and translates the reams of data available to him – two things that Danny Kvyat was very good at during his rookie season last year.

To do what he's done thus far, Verstappen is clearly good; give it six months and we'll know if he's a future champion rather than a contender for the scrapheap before he's even had his coming-of-age party. **TC**

VERDICT: The biggest threat to Max's chances is that the Renault-powered STR10 looks well off the pace.

2015 CALENDAR

MARCH

15th **Australian Grand Prix 06:45**
In 2014: Nico wins, Lewis retires, Ricciardo disqualified

29th **Malaysia Grand Prix 09:45**
In 2014: Hamilton on pole, leads every lap, wins from Rosberg

APRIL

12th **Chinese Grand Prix 08:45**
In 2014: Lewis shown chequered flag a lap early!

19th **Bahrain Grand Prix 16:45**
In 2014: Epic race-long battle between the Mercs. Lewis takes lead at start and wins by a second

MAY

10th **Spanish Grand Prix 13:45**
In 2014: Lewis holds off Nico for fourth straight win

24th **Monaco Grand Prix 13:45**
In 2014: Nico's 'deliberate' qualifying off stops Lewis's charge and wins Rosberg the race

JUNE

7th **Canadian Grand Prix 19:45**
In 2014: Both Mercs suffer identical power problem. Lewis retires, Nico gets second, Ricciardo wins

21st **Austrian Grand Prix 13:45**
In 2014: Lewis screws up in qualifying, Rosberg wins

JULY

5th **British Grand Prix 13:45**
In 2014: Lewis wins from sixth after Rosberg retires

19th **German Grand Prix 13:45**
In 2014: Lewis quali crash hands Rosberg victory

26th **Hungarian Grand Prix 13:45**
In 2014: Lewis refuses to yield to Nico. Beats him to third

AUGUST

SUMMER BREAK

23rd **Belgian Grand Prix 13:45**
In 2014: The one where Nico takes Lewis out. Oh dear

SEPTEMBER

6th **Italian Grand Prix 13:45**
In 2014: Lewis wins as Nico suspiciously misses chicane

20th **Singapore Grand Prix 13:45**
In 2014: Rosberg retires early, Hamilton cruises to win

27th **Japanese Grand Prix 07:45**
In 2014: Lewis wins in the rain, Bianchi has horror crash

OCTOBER

11th **Russian Grand Prix 12:45**
In 2014: Hamilton leads every lap and wins. Bernie cuddles Putin. Everybody else yawns

25th **United States Grand Prix 21:45**
In 2014: Only 18 cars race, Lewis takes his 10th win

NOVEMBER

1st **Mexican Grand Prix 17:50**
In 1992: Mansell wins from Patrese, Schumacher third

15th **Brazilian Grand Prix 17:45**
In 2014: Nico wins from pole, Lewis second. To the wire!

29th **Abu Dhabi Grand Prix 14:45**
In 2014: Nico's car falters, Lewis wins race and title

Sauber-Ferrari

Marcus Ericson / Felipe Nasr

AFTER A DISAPPOINTING 2014, mainly due to Ferrari's sub-standard powertrain – linked, it must be said, to recalcitrant chassis and uninspired drivers - Sauber's prospects are looking up after it signed two talented young guns with strong support packages to supplement its R1.8bn budget. If Ferrari's power unit is all its made out to be, Sauber should be back in the points, and not a moment too soon so precarious is its plight.

Gone is the Swiss team's dull grey/white battledress, replaced by a blue base complemented by yellow sidepods on the neat, ant-eater nosed C34. Sweden's (ex-Caterham) Marcus Ericsson (24) and GP2 hotshot Brazilian Felipe Nasr (22) contribute handsomely to the bottom line – hence the bright colours, which ring in the many changes the team was forced to make after the first point-less year in its 22-year F1 history.

Sauber is fronted by legal-eagle Monisha Kaltenborn, F1's first (and thus far only) female team principal, who has access to modern facilities (courtesy of BMW's previous part-ownership) at the team's Hinwil base near Zurich, but regularly fails to get its finances together to exploit what is regarded as the best wind tunnel/CFD installation in F1. It is in every aspect a turnkey title-winning team awaiting money – lots of it. **DR**

9	12
Marcus Ericsson	**Felipe Nasr**
Titles 0 Starts 16 Wins 0 Podiums 0 Poles 0 Fastest laps 0	Titles 0 Starts 0 Wins 0 Podiums 0 Poles 0 Fastest laps 0
Did okay for Caterham in 2014, but the story here is his $18m sponsor package	A pot of cash from personal sponsor Banco do Brasil won the Brazilian rookie his seat

This is the team that fought for the world championship in 2008 as BMW-Sauber. Yet they failed to score a single point in 2014. Admitting they're strapped for cash they've unsurprisingly hired two pay drivers this year; it's a long road back from here.

Manor Marussia

Will Stevens / Roberto Merhi

BOTH TEAMS, WHICH have their roots in ill-fated attempts to introduce a budget F1 category, plunged into administration late last year, and while showing sporadic signs of life, they are unlikely to make Melbourne. At time of closing for press they had lodged entries and applications to run 2014 cars – Marussia as Manor GP, its original name – which would require rule changes by unanimous vote from all stakeholders. **DR**

46	44
Will Stevens	**Roberto Merhi**
Titles 0 **Starts** 1 **Wins** 0 **Podiums** 0 **Poles** 0 **Fastest laps** 0	**Titles** 0 **Starts** 0 **Wins** 0 **Podiums** 0 **Poles** 0 **Fastest laps** 0
Finished 23rd for Caterham at Abu Dhabi 2014. Must improve – there are only 20 cars	Merhi replaces last year's driver Max Chilton, who will be racing at Le Mans this year

As we went to press, Manor (nee Marussia) were still battling to get to Melbourne. Since exiting administration in February, the team has been recruiting like mad, while updating their 2014 car to meet '15 regs. A race against time as much as a battle for survival.

VERDICT

LAST YEAR F1'S formbook flew out the window together with the ancient V8 engines that had long outlived their place in motorsport's top echelon. Suddenly SebVet and Red Bull and Renault were old news; in their place came Lewis Hamilton and Nico Rosberg and Mercedes, their path to peak performance powered by exquisite V6 hybrid engines honed to absolute perfection by the German company.

To state that Mercedes dominated is an understatement: the silver cars annihilated the opposition, with customer cars powered by Mercedes invariably being there or thereabouts. Indeed, only Daniel Ricciardo's opportunism opened the door to (three) wins by Renault, while Ferrari suffered its first winless season since the 90s.

Early testing showed little has changed, what with Mercedes-powered cars pounding out laps as the main contenders wrestled with niggles. Worst hit was McLaren as expected given its nascent Honda project – taking Alonso and Button out of the equation – but Red Bull regularly parked up? No excuse…

Ferrari seems on the up, but a single swallow does not herald Vivaldi, and it will take time for Vettel to adapt to his totally alien red environment – no bull, if you excuse the pun – and one wonders how long the rebuild will take. Not a season, surely.

This points to Mercedes and Williams. LewHam is on the crest and the only way is down, while NicRos is burning for revenge, having been humiliated on the victory front despite being fastest overall in qualifying. Not far behind on corrected car performance was Bottas, who now has an even better Williams, and thus able to fight up front.

My tip is Rosberg from Hamilton, with Bottas (and Massa) getting looks in. Top non-Mercedes runner – and possible winner of the odd race – is likely to be Vettel, but Ricciardo will run the German close. **DR**

***Race calendar, teams, drivers and stats correct prior to the start of the season**

PORSC
GT4

FAB 4

911 Carrera power, road-racer chassis, bargain price – on paper the Porsche Cayman GT4 has it all. Has 2015 already found its sports car of the year?

WORDS GEORG KACHER | **PHOTOGRAPHY** JOHN WYCHERLEY

ONLY THE MOST HARDCORE PORSCHES TRADITIONALLY WEAR THE GT BADGE.

NO, NOT THE GTS moniker, which is at best 60 per cent style and 40 per cent substance. What really stirs the souls of Porsche enthusiasts is the classic combination of two letters and one number. Like GT1, the most awesome/fearsome 911 ever conceived in Stuttgart. Or GT2, the most potent rear-wheel-drive iteration of the breed. Then of course there are the GT3 and GT3 RS – cars which are, in essence, hot and super-hot street-legal track machines.

The latest addition to the wild and wonderful GT family is the Cayman GT4. Like its GT siblings this is a pure performer, not a puerile poseur. Developed by Jörg Jünger, senior GT4 project manager within Andreas Preuninger's recently installed, 100-strong Porsche GT road-car division, this very special Cayman is a thinly disguised circuit weapon. The basic silhouette may be familiar but the numerous GT-specific bolt-ons make it crystal clear, even at a glance, that this coupe means business. Indeed, its only understated facet is its price tag. At R1 136 000 the GT4 undercuts its closest in-house rival, the 911 GTS, by R348k. Not bad – and we haven't even fired up the engine yet.

When Porsche released the 911 GT3 last year, traditionalists frowned at the spec sheet. A GT3 with electric steering, an automatic transmission and all the mod cons? We now know that this mix works much better than expected, but the most desirable 911 doesn't make the more old-school Cayman GT4 any less attractive. After all, this model has dived deep into the GT3 parts pool, retrieving such items as the front axle

According to Georg the upper spoiler can seat 'a dozen buzzards' – handy

Six-speed manual the only gearbox option. Speaks volumes

and suspension, wheel bearings, ball-joint mounts, shock absorbers, steering, front tyres and optional carbon-ceramic brakes.

When you climb behind the wheel the optional lightweight bucket seats will – if you've had the pleasure –likely remind you of the 918. The remainder of the cabin is pure Cayman; clearly legible instruments but a crowded centre stack, no assistance systems, no head-up display and no PDK transmission. The only available gearbox is a six-speed manual, which is both quicker and slicker than that of the Cayman GTS. Clearly, this is a car with focus. Or as Preuninger puts it: 'The GT4 provides maximum driving pleasure, total involvement and riveting performance. To us, it is simply a highly desirable sports car. But don't let this make you ▸

GT4's unbelievable 7:40min ³Ring time entirely believable when you drive it

Front end is 911 GT3-derived. Trust in it – it will come through for you

Wheel is both the future (it's 918 inspired) and the past (it is completely devoid of any secondary controls or functions). Bucket seats are dictatorial but effective

Ultra-low splitter set to become a nice little earner for Porsche parts

Single-figure temperatures and still the GT4 sticks like dried porridge

think that every Tom, Dick, and Harry can hop in and take it to the limit.'

True or false? Today it's barely above freezing, the standard Cup tyres are stone-cold and the roads around Stuttgart are still coated with what was freezing rain only a couple of hours ago. It would be wrong to expect keyless hop-in-and-drive in a car like this, but those thinly-padded lightweight buckets don't even offer adjustable backrests or additional lumbar support. It's the typical one-size-fits-some approach, which works surprisingly well in all Porsche GT models. The three-spoke steering-wheel – hats off for not flattening the bottom – is of the mono-functional kind: steering. No buttons, no thumbwheels, no shift paddles. Thankfully, Messrs Preuninger and Jünger have also spared us the busy seven-speed manual fitted to the base 911. More pleasingly still, the reinforced six-speeder has shed almost all the vices that haunted the 997 GT3 gearbox. It's still not quite as smooth and precise as the best Far Eastern cogworks, but its throws are conveniently short, effort and accuracy deserve an eight out of ten, and the gearing is pleasantly eager. Which helps explain why this featherweight 1 415kg (down 5kg over the GTS) two-seater averages an eyebrow-raising 10.3ℓ/100km, more than any current 911, including the Turbo S. This test car returned 17.2ℓ/100km according to the on-board computer. Even with the 64-litre tank, regular pit stops are a necessary evil.

We're off at last, heading north on the A81. For 32 kilometres it's restricted to 120kph. The instant the ban lifts, I shift down into third and get my foot to the floor. The 3.8-litre flat-six picks up at 4 000rpm, then delivers a big punch up to 6 000rpm. Fourth gear feels appropriate shortly thereafter. This time I push the quad-cam engine all the way to the 7 800rpm redline. No turbos, just revs aplenty – the sweet stuff of goose pimples and cold sweat. At 230 or 240kph, traffic starts clogging our flightpath, and soon after the next speed limit is enforced with radar-eyed vigour. On an empty, dry and reasonably straight stretch of road, the Cayman GT4 can top 295kph. True, the Carrera GTS is 10kph faster overall, but its mid-engined stablemate has the edge when it comes to aerodynamic stability and downforce. The GT4 is rock solid, truly confidence-inspiring and barely irritated by washed out tarmac, yawning expansion joints and impromptu surface variations. 'This car is not only huge fun on the track – it is also deeply rewarding on the way there and back,' says Preuninger. 'Despite the low-profile tyres and extra-wide 20in rims, compliance remains an asset.'

The active PASM dampers know only two settings: Normal, which means tailormade for the Nordschleife, and Sport which is just fine for a smooth GP circuit. Since the GT4 is almost Chapman-esque in its eschewal of unnecessary complexity, there is no swooshy Comfort mode and no please-number-your-bones Sport Plus calibration. True, the yellow streak doesn't exactly love manhole covers, speed bumps or cobblestones, but between 50 and 240kph this is by no means a solidly-sprung sado-sled liable to shake loose false teeth, glasses and hairpieces. Unlike some rivals, which permit too much vertical body movement, the Porsche remains poised and composed, soaking up the rough stuff with real efficiency. Even over topsy-turvy camber changes the steering keeps its cool, tugging only ever so slightly to one side and then to the other. R&D opted for a constant-rate, constant-effort set-up, which is exactly the right choice. There is a reassuring meatiness around the straight-ahead, minimal damping, a nicely understated ▸

Suspension wizardy means the GT4 takes the rough with the smooth

Cayman GT4's mechanical rear grip, nil; Georg's right foot, one

Stunning wheel design; equally gorgeous ride/handling balance

servo effect, a pronounced eagerness to turn in, swift action even when on lock, unambiguous response and a feeling of being in total control at any speed.

The country roads in the Stuttgart-Heilbronn-Karlsruhe triangle are the natural habitat for pure driving machines such as the GT4. By midday the temperature has climbed to a balmy six deg C, and the tarmac is now dry in places. At last, the properly warmed front tyres bite and hang on as you flick the wheel, and with every slide the rear tyres morph progressively from work-to-rule grip to liquorice-like stickiness. Deactivating traction control alone no longer summons grins. To provoke the trademark cornering attitude, this is the time to also switch off stability control. And while you are at it, you may want to hit the Sport and exhaust buttons, too. Now the twin tailpipes speak up like the Marlboro man, and the black box blips the throttle prior to downshifts. Ready to scare the locals? Then select second gear, start to feed in the torque well before the apex so that understeer is never an issue, tighten the line… and boot it.

What follows is an intriguing blend of fast forward and slow motion. With adorable creaminess the Cayman's tail swings wide progressively and emphatically before carving through in a grand arc, squatting down low and until the tail steps back in line. A BMW M4 may be more lurid, and a 911 GT3 is more dramatic overall, but the Cayman GT4 beats both for the prompt and fuss-free manner in which it puts the power down, gains ground rapidly and retains its delicate balance – testament to the car's sweetly judged mix of mechanical diff lock and electronically controlled, brake-activated torque vectoring. The GT4's Nürburgring time – a best-in-class 7:40min – is irrefutable evidence of its uncompromising dynamic efficiency.

It looks special too, at rest and at speed. The tray-shaped front splitter flies low enough to decapitate fist-size mammals, the enlarged nasal air intakes will catch almost as many flies as the windscreen, and the upper rear spoiler easily seats a dozen buzzards abreast. Other drag-cutting addenda include the more slippery door mirrors, the flared side scoops wearing embossed GT4 logos and the rear diffuser. All in all, the sportiest Cayman produces 100kg of downforce at speed, matching the 911 GT3.

A glance at the chassis specification tells you all you need to know about the GT4's focus. The car is 34mm longer, up to 13mm wider and 18mm lower than the Cayman GTS. That lipped front end hates dips, ramps and kerbs 'but the replacement part has a customer-friendly price' remarks Jörg Jünger with a broad smile… The rear suspension – all-new and comprising double wishbones in forged aluminium – boasts so-called helper springs, to pre-load the main springs under full rebound. Rear-wheel steering was deemed

The GT4 Cayman's tail swings wide progessively and with an adorable creaminess

superfluous given the GT4's mid-engined layout. The tyre pressure monitor includes a track mode, which supervises wear and tear in extreme conditions. Also new are the matt-grey ten-spoke 20in alloys shod with Michelin Pilot Sport Cup 2 tyres. Up front, Porsche has opted for 245/35 rubber, while the rears are broader still at 295/30.

Refreshingly, the list of performance-related options is pleasantly short. 'For one very simple reason,' explains Preuninger. 'We spent 24 months defining the optimum DNA – it makes no sense at all to let the customer tweak it. In addition, it would be counter-productive to permit additional complexity. We simply could not afford to adapt PDK as an alternative to the manual gearbox. After all, GT4 production is limited to only 2 500 pieces.'

That said you have been deemed capable of deciding whether or not you'd like the carbon-ceramic brakes, a pair of 18-way power-operated seats, the Sport Chrono pack (with a race-inspired laptrigger, a performance readout on the centre touchscreen and a so-called Track Precision App, capable of recording and storing those hard-won sector and lap times), Porsche Dynamic Light System, automatic air conditioning, satnav, and of course the Clubsport kit, which includes a rear roll cage. Fancy a touch of frivolity, like full bucket seats in visible carbon fibre with integrated thorax airbag? Then be prepared to shell out more than R48 000. Highway robbery…

Although the car has not even gone on sale yet, obtaining a specimen will, in all likelihood, be at least as difficult as securing one of 4 000 now sold-out 911 GT3s, let alone the upcoming GT3 RS, of which only 2 000 will be made. Those who missed out on all three might want to put their name down for the 2016 Boxster Spyder. It gets a 280kW engine and a manual transmission but none of the chassis parts which make the GT4 so special.

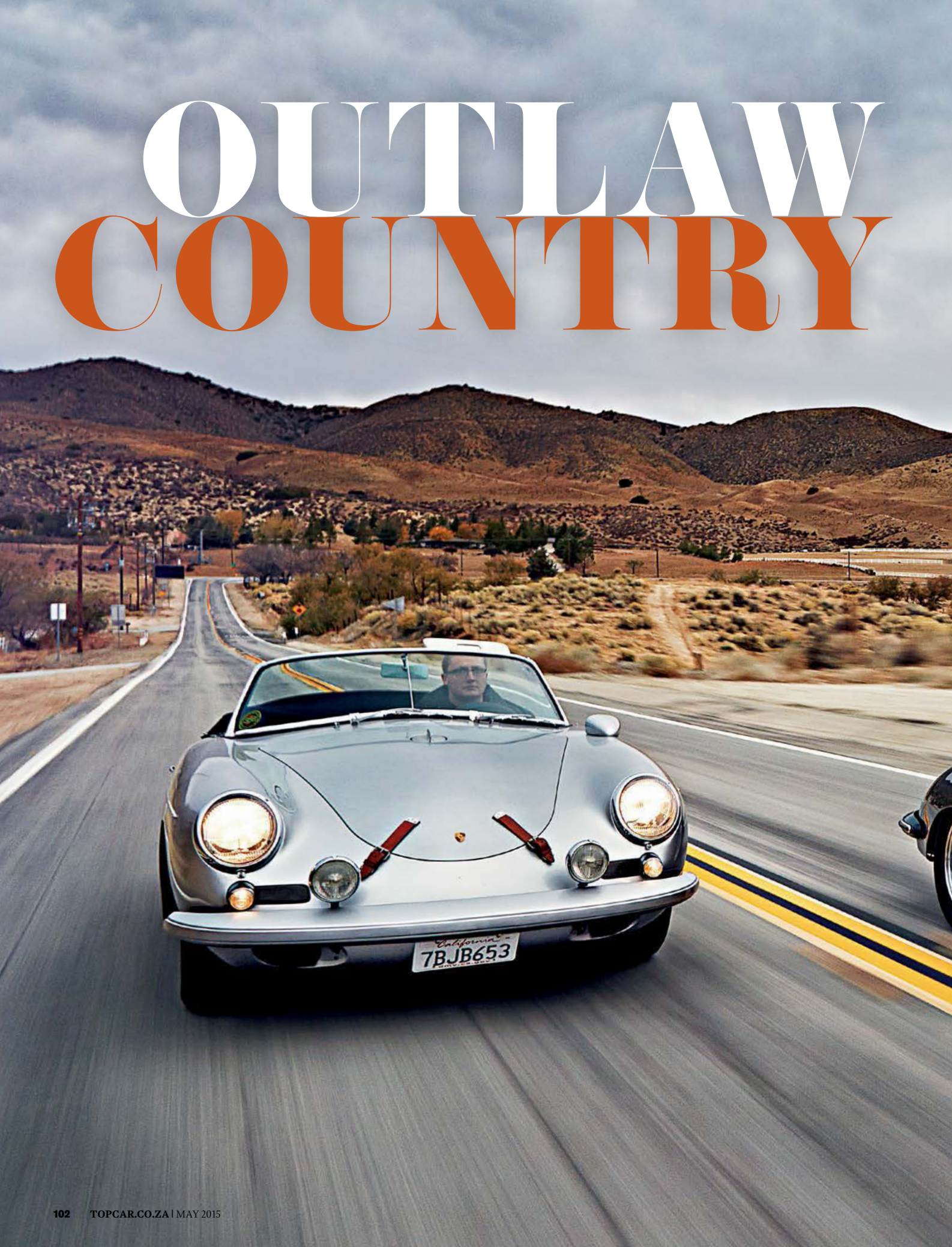
A few months from now Porsche will release a new twin-turbo six-cylinder, which is bound to up the ante in terms of power, torque and frugality. But will it sound as good as this normally aspirated 3.8? Does it rev as eagerly and freely to such a lofty height? Is it – at the end of the day – as emotionally appealing? Only time will tell, but if you forgot to snatch up one of the last air-cooled 993s, you may now want to consider this minimalist 283kW Cayman, which is a similarly persuasive exponent of the art of the naturally aspirated six-cylinder boxer engine. Just for reference, it is worth noting that the GT4 develops 420Nm of torque, which compares quite favourably to the 440Nm dished up by the 354kW 911 GT3. Although maximum twist is available between 4 750 and 6 000rpm, the torque curve is flatter than you'd imagine. You can actually watch the oomph build via a display in the dash.

The late afternoon blast back from the Black Forest foothills to the Zuffenhausen HQ was one of those truly memorable experiences you only discuss with close friends, for legal reasons. It really is quite a special animal, this GT4. The engine never seems to run out of revs. When it eventually does, chances are you are about to run out of road. The impatient mid- to high-end urge is vaguely reminiscent of a big-bore V8, but thankfully the soundtrack is pure flat-six. All the controls are perfectly weighted, be it solo or in concert. Never too light nor too heavy, the clutch, gearbox, steering and brakes simply feel right. Especially the brakes, when allied to Cup tyres brought up to temperature. The carbon-ceramic rotors aren't cheap but because they let you stand on the anchors so ridiculously late, their incredible stopping power must be worth at least 37kW. At times they may even prove priceless. Measuring 410 and 390mm in diameter (a large pizza is 320mm), the drilled, inner-ventilated discs and the fat calipers that ride them are so effective that heavy braking threatens to pluck your eyes from their sockets.

The Cayman GT4 is a rare combination of talents. Its intuitive handling, tenacious roadholding, impeccable traction, relentless forward thrust and out-of-this-world brakes make the GT4 a remarkable drive, even by Porsche standards. In contrast to so many over-engineered, over-sexed and overpriced high-performance competitors, this very special Cayman is a new kind of sports car: accessible in every sense and sensationally capable. I want one. tc

PORSCHE CAYMAN GT4
Price R1 136 000
Engine 3 800cc 24v flat-six, 283kW @ 7 400rpm, 420Nm @ 4 750-6 000rpm
Transmission Six-speed manual, rear-wheel drive with mechanical LSD
Performance 4.4sec 0-100kph, 294kph, 10.3ℓ/100km, 238g/km CO_2
Suspension McPherson strut front, double-wishbone rear
Weight/made from 1415kg/steel

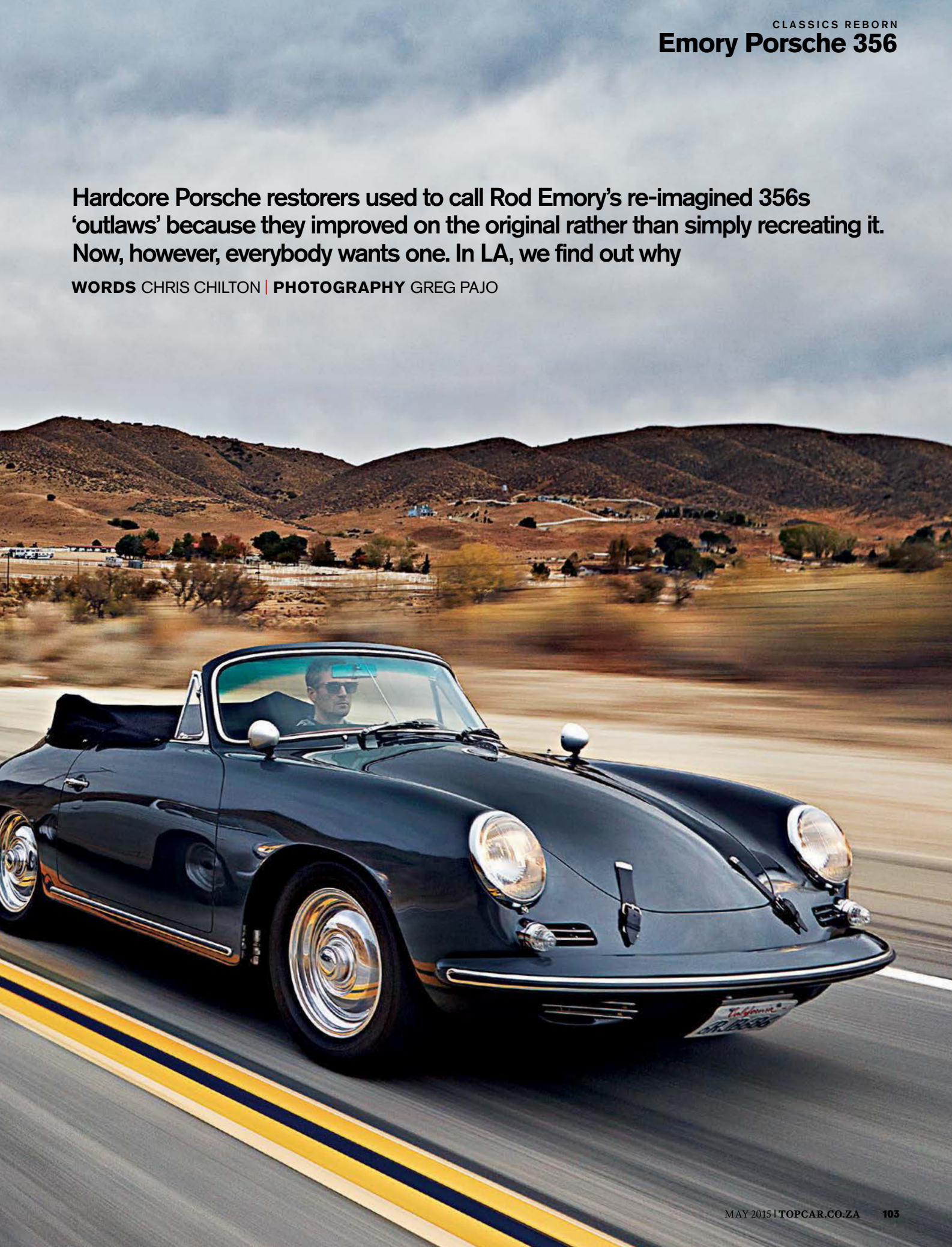
OUTLAW COUNTRY



Emory Porsche 356

Hardcore Porsche restorers used to call Rod Emory's re-imagined 356s 'outlaws' because they improved on the original rather than simply recreating it. Now, however, everybody wants one. In LA, we find out why

WORDS CHRIS CHILTON | **PHOTOGRAPHY** GREG PAJO



Emory Porsche 356

WHEN AUSTRIAN DAREDEVIL Felix Baumgartner stepped out of his capsule 46km above the Earth's surface to begin a 4m 19sec freefall that would make him the first person to break the sound barrier without the aid of a vehicle, he broke a record that had stood so long Porsche was still selling 356s when it was set. What almost none of the also-record-busting 8m people watching Baumgartner live on YouTube realised, is that the team and technology behind that jump is also behind some Porsche 356s that are, oh come on, don't try and deny me, equally out of this world.

We spend plenty of pages writing about 911s, but rarely give the car that kick-started the Porsche sports-car phenomenon more than a passing mention, despite its significance and 15-year lifespan. Maybe they're just a bit too old, a bit too Beetle-like, and if we're honest, a bit too slow to get your pulse racing. Early ones had as little as 29kW, and very few had more than 67kW. If that sentiment strikes a chord, I guarantee a visit to Emory Motorsport's anonymous looking industrial units in Lancaster, an hour north of Los Angeles, will change your mind. These cars might look like cute little Bugs, but they've got a 150kW sting in the tail.

Rod Emory's 356s are known as outlaws, a name they picked up in the 1980s when Rod and his dad began wilfully ignoring the old-Porsche resto movement and its obsession with originality, in favour of creating cars that stormed, stopped and steered better. Ironically, the outlaw movement became so popular it's now a legitimate category in Porsche concours competitions. Around the same time the Porsche scene bestowed the outlaw tag on the Emorys' cars, Rod started winning local races in a 356 he'd created by himself, and it didn't take long for the wealthy businessmen he'd been beating to begin asking him to build and prepare cars for them. He spent several years trucking cars to race meets across the US, and still takes on rebuilds of vintage Porsche competition cars, but these days the focus is on the road-car business.

So what is an Outlaw 356? 'I like to think of them as 356s modified how the Porsche competition department would do it,' says Rod. 'We make them more usable and more fun to drive than a standard car.'

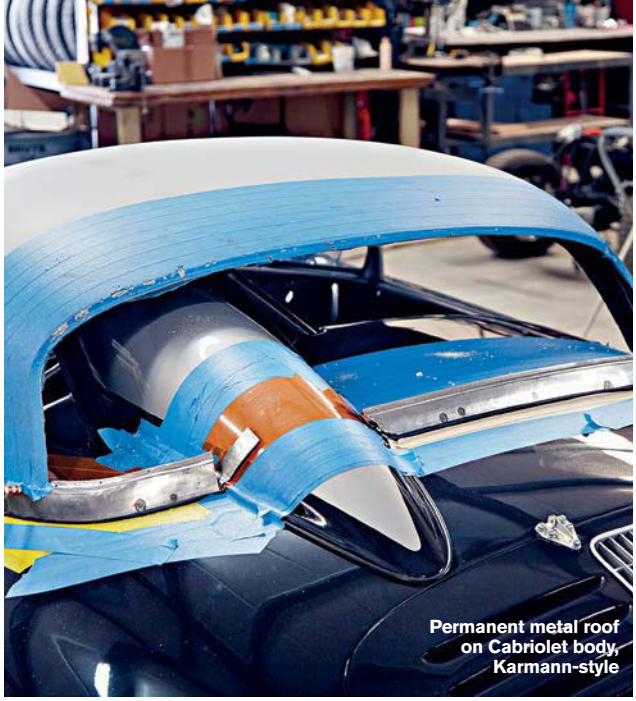
They're deceptive machines. At a glance, they could ▸

These cars might look like cute little Bugs, but they've got a 150kW sting in the tail

◄ Rod Emory: 'I like to think of them as 356s modified how the Porsche competition department would do it'

➤ If you want to recreate 1950s detailing you need 2015 3D scanning technology

➤ And if you want to recreate 1950s detailing you also need original 1950s metalworking tools



Permanent metal roof on Cabriolet body, Karmann-style

'And then, at 42 kilometres up, you just, errm, jump out'

While he's perfecting one panel another 12 Qashqais have rolled off the line

pass for stock, and the look is very definitely in keeping with the original years of manufacture. There are no glaring historical *faux pas*, no automotive equivalent of that errant TV aerial in the background of a historical drama. But those wheels that look like steelies are bigger to suit modern rubber and fashioned from strong, lightweight alloy. Period radios are reworked to mate with MP3 players. Engine covers feature exquisite non-standard louvres worthy of display in a Parisian art gallery.

And that's just the stuff you can see. What you can't see, but which Rod and his team have sweated over, include narrowed 911 trailing arms in place of the original swing axle, a 901 gearbox from a 911 specially modified to fit, and CNC-milled four-piston calipers hidden behind hubs that fool you into thinking it's still fitted with drums.

Enginewise, you've got a choice of sticking with the original 356 motor, or using a rebuilt VW Type 4 engine that's more than capable of punching out 149kW with the right spec, but whose pushrod design means it doesn't rev like a 911 six. The six is too big and heavy to fit without major work and compromise though, and the only other obvious alternative, an original 356 4-cam Carrera engine, is hideously expensive. Rod's answer? Emory's $25k 911/4 conversion, a flat-six that's had the centre pair of cylinders removed and the two halves of crankcase mated back together with a brand-new billet crank. Very trick.

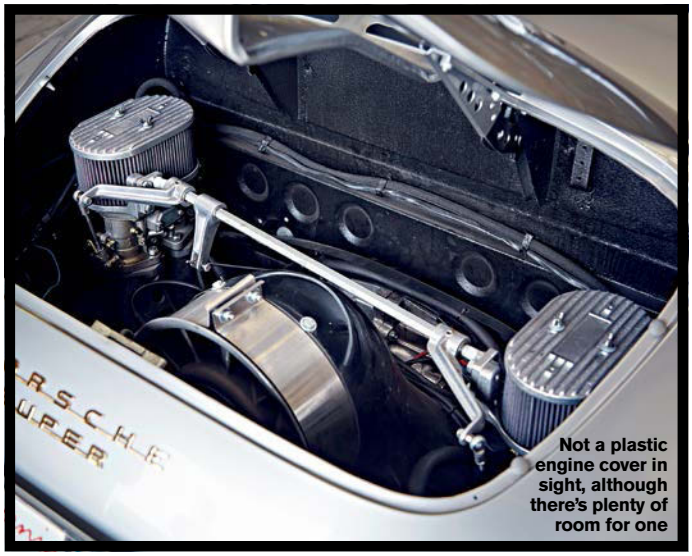
Strictly speaking, the Baumgartner build was the work of Emory's sister company, Sage Cheshire Aerospace, but the link between the companies, which are located mere metres apart, makes this sort of innovation

Take one flat-six, junk the middle two cylinders, stick crankcase back together, and… bingo

◄ Once the badge of rebellion, now the Porsche resto of choice for the discerning

► In 17 years the 356 shape changed very little. So you can see why tinkering needs to be done with skill and sympathy

The essence of the appeal lies in here: word-perfect classic detail yet hand-built and as-new. Decent seats too!


Not a plastic engine cover in sight, although there's plenty of room for one

possible. A chance meeting on a plane revealed that common ground between two talented engineers: Art Thompson, an engineer on the team that developed the B2 stealth bomber, was an aerospace whizz with a passion for old Porsches, whose mother had bought a 356 back in 1962; Emory built Porsches for a living but had grown up fascinated by the aerospace industry located on his doorstep.

That industry comes to Cheshire because they have the technology, skillset and agility to design, develop and prototype components far more quickly than big companies such as Lockheed ever could on their own. But the same 3D scanning gear is also pretty handy when it comes to developing rather trick bits for old Porsches. 'We're fortunate that we have access to kit other Porsche and restoration shops don't have because of our aerospace work,' Rod says. The same brains that built and designed the capsule and life-support system for the Red Bull jump do a neat sideline in replicas of the annular brakes used by Porsche's RSK racers back in the 1950s.

But sitting cheek-by-jowl in the Emory workshop next to some sophisticated 3D scanning equipment is a full suite of serious-looking 1950s metalwork tools: lathes, drills, English wheels. Stuff that can only legally be operated by someone with a brown coat, pencil 'tache and hair full of brilliantine. Or maybe someone whose grandfather was one of the major figures in post-war modified-car culture.

Neil Emory was co-owner of Burbank-based Valley Customs and responsible for some incredible machinery in the 1950s, performing radical surgery on frumpy contemporary Detroit iron. Rod shows us a picture of

Engine covers feature exquisite non-standard louvres worthy of display in a Parisian art gallery

two Ford sedans, one stock, and the other having had five inches taken out of the body height between floor and waistline, to give a radically lower look while preserving the glasshouse for practicality. Despite Valley's success, in the late '50s Neil took up an offer to head up the bodyshop at Chick Iverson Porsche in California, so starting the family's Porsche connection. Then Neil's son – Rod's father, Gary – got a job in the parts department at the garage, where he saw hundreds of old parts being thrown away due to lack of space, prompting him to start his own company, Porsche Parts Obsolete.

Clearly, growing up in a family so immersed in the car business, Rod was never going to be an insurance salesman. But it's not merely the technical bodywork skills Rod inherited from his grandfather. He has his eye for clean design too. Just as Valley Customs' cars looked almost stock, so Rod's 356s look like something Porsche itself might have produced.

Emory claims never to feel guilty about modifying cars, even as their rarity and values increase. 'I'm usually taking a car that's so far gone the restoration crowd wouldn't be interested in it anyway,' says Rod, 'and I'm returning a car to the road that otherwise ▸

▼ **Silver 1960 Roadster leads slate-grey 1964 Cabriolet on the roads above Lancaster, CA**

PORSCHE 356: A LIFE

Pre A (1948-1955)
Built in Austria then Stuttgart. First cars had 29kW 1100s and split screens; one-piece creased screen and a 1300 with 32kW followed.

356 A (1955-1959)
Curved windscreen and more modern dash. 1300, 1500 or 1600. Rare four-cam Carrera engined-cars used detuned 550 Spyder motors.

356B (1959-1964)
Upright lamps and new split-fold rear seat. Super 90 with 67kW offered near-Carrera pace for near-sensible money.

356C (1964-1965)
Final iteration introduced in the 356's last full year of production. Four-wheel discs and the most powerful non-Carrera engines yet.

Speedster (1954-1959)
Lighter, with cut down screen, no roll-up windows and Rizla for a hood. The cheapest 356 when new, now three times as much as a coupe.

wouldn't have made it.'

Whether that is enough to assuage 911 fans when they find out Emory is busy applying its outlaw treatment to a genuine pre-impact-bumper 911S, we can't say, but you can't argue with the attention to detail in Rod's cars. The paint, the trimming, the neatness of the engine installations are all flawless, and everything the company does is built to the same exacting standard, whether it's a nose cone for a Lockheed jet, those promotional Minis with the giant cans of Red Bull mounted on the back (yes, these guys built every one), a fleet of bizarre golf karts with giant sports helmets for roofs, or a drop-dead gorgeous 356 Speedster. There are parts for the Red Bull 4 Stratos project littered around. The main capsule is in the Smithsonian, another is at Red Bull's Hanger 7 HQ in Austria, but a third is here being converted for display use. In the back of one unit Rod tears a small piece of what appears to be cellophane sandwich bag from a massive expanse of the stuff and thrusts it into my hands. It feels like nothing special but is actually the balloon used to lift Baumgartner's capsule to 38 969m. Not the sort of thing you find in most garages.

But do Emory's cars drive as good as they look? We've been drooling so much we're close to solving California's worst drought for 1200 years, so we prise a couple of sets of keys from Rod's hands and head for the mountains west of Lancaster. The cars start with that steady churn and rear-end shimmy familiar to anyone who's driven an original Beetle and settle to a naughty sounding splattery idle. The first is a silver 1960 Roadster, the slightly more civilised successor to the original Speedster, this one featuring a 2.65-litre 914 motor and a pair of 48mm IDF carbs. The interior features blue leather Speedster seats and a special 904 racer gauge pack that combines oil pressure, pressure and capacity in one circular dial, while the exterior is garnished with a GT-style fuel-filler protruding through a front bonnet clamped down by leather straps. It looks just how you might have modified your own 356 for the track back in the early 1960s and pulls lustily thanks to its 135kW – plenty in a car that weighs around a tonne.

I've driven numerous old 911s, but never a 356, and one twist of the wheel reveals one of the key differences: the 911 has always enjoyed precise rack-and-pinion steering, but the 356 uses a steering box. Emory's quality build and attention to set-up means there's no sawing at the wheel to keep the thing tracking straight, but the driving experience is distinctly 1950s, and for the

▲ Could have been shot in the '50s. So perfect it would have seriously confused Marty McFly

He thrusts a piece of cellophane sandwich bag into my hand. It's the balloon used to lift Baumgartner's capsule

first few corners you absolutely lack the confidence you get from the newer car. But when you learn to be less delicate with your inputs, it starts to come good. The track-width-to-body ratio looks like a recipe for epic body roll, but that's tamed by anti-roll bars at both ends and once you've got away from the steering's centre-point and wound some lock on, you've got no qualms about pushing hard. Or of easing right back. Not having ever driven a stock 356, I probably can't fully appreciate Rod's handiwork, but I doubt an original on its skinny rubber and swing-axle rear end is anything like as tolerant of mid-corner lifts as this car is.

Barring its Rudge-style wheels, the other car, a slate grey '64 356 Cabriolet, appears rather straight-laced in comparison. The proper cabrio screen is significantly more upright and flanked by a pair of quarter lights, the red leather seats are flatter and less supportive, and the horizontal dashboard lacks the Roadster's evocative crescent-shaped gauge arrangement. Don't be deceived. Under the skin this one also has the 911 suspension conversion, the key difference being it also gets the four-cylinder 911 motor. Rod says it makes around the same 137kW as the Roadster's more basic but 250cc bigger pushrod engine, but seems to have less torque down low. But this one thrives on the revs you need to crank on to make it really fly. It sounds incredible: angrier and more hard-edged than any early non-race 911 engine I've ever heard.

What you'll pay to add one of Rod's cars to your garage depends how many trick bits you want to add, and what kind of canvas you start with. The days of picking up tired old 356 donor cars for pin money are long gone. Realistically, you're going to spend a minimum of R2.5m for an Emory car with a decent spec, but if that sounds expensive, it's less than a third of what Eagle will charge you for one of its fantastic E-Types built to a similar ethos. It's also almost exactly what you'd spend on an early 911S in today's hyper-inflated market. The 911 is the obvious, common-sense choice, but there'll always be a bunch of people happier to live outside of the law. tc

PRAWN COCKTAIL

The eleventh in a series of articles looking back at some of South Africa's famous circuits and the races and racers who participated at the venues. This month we venture over the country's border into neighbouring ***MOZAMBIQUE*** *and* ***ANGOLA.***

WORDS MIKE MONK

THERE WAS A time when post-war motorsport in Southern Africa had an international flair by virtue of racing enthusiastically taking place, not only in South Africa, but also in adjoining countries. The Portuguese colonies of Mozambique and Angola offered local and overseas participants a bit of a party atmosphere to go with the more serious matter of wheel-to-wheel competition. And without doubt one of the most popular venues was Lourenço Marques (today known as Maputo), the capital city of Mozambique.

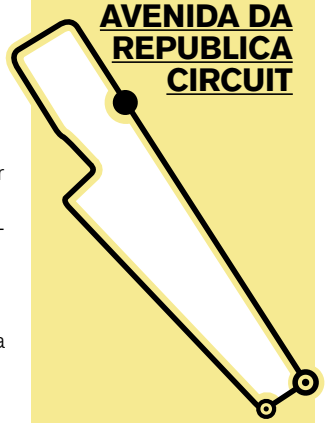
It was in 1948 that at very short notice, the Johannesburg Sports Car Club was asked to put a South African team together to compete against a Portuguese East Africa (PEA) team during a festive weekend following the August bank holiday. Ian Fraser-Jones (Jaguar SS 2.5), Sam Tingle (MG P-type) and Herbie 'Horse' Boyden (ex-Morelli MG TC) answered the call. The 'circuit' at Delagoa Bay was simply up and down a half-mile (800m) straight road with a traffic circle at each end, and the white line in the middle was all that divided the cars travelling in opposite directions...

The PEA entries included a pair of Ford specials entered and shared by the three Cardiga brothers. The vehicles were built on a ¾-ton truck chassis with big single-seater bodies sporting huge cockpits and long tails. They were powered by full-house race-tuned V8 motors boasting Offenhauser heads amongst other niceties. Races were run in heats of 2 or 3 cars at a time and in Heat 1 Fraser-Jones ('Frones') – his car running on 'dope' – just edged out A Cardiga's Ford after both had spun. Boyden was third. In Heat 2 the Vasco Cardiga Ford beat Tingle's 1000cc MG that suffered from a locking brake and an over-rich mixture. Tingle had to pit after the exhaust blew but he re-started minus the exhaust and the resultant 'free flow' improved the car's up-to-then sluggish performance and he was able to keep up with the Ford. Heat 3 saw the Senor Cardiga/Ford pairing win comfortably from Ken Lee driving Boyden's MG. Fraser-Jones won the 'challenge' overall from the Cardiga brothers.

South African Vic Procter in his 1100cc Kieft-Climax on his way to victory in the LM 1500cc scratch race held in July 1957

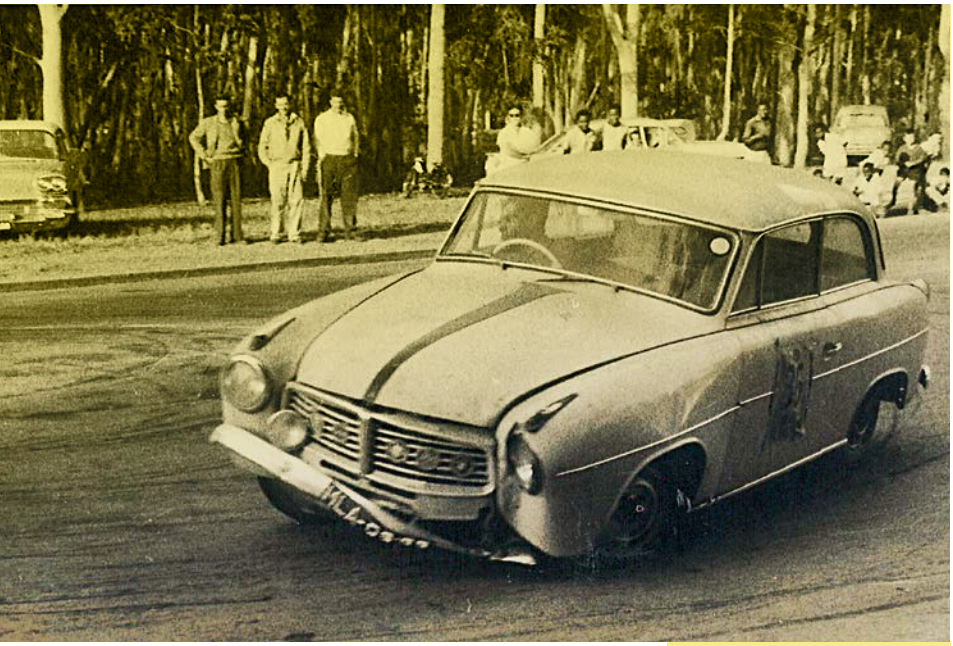
The Cardiga brothers' Ford V8 Special that raced in LM in 1948 was built on a ¾-ton truck chassis

AVENIDA DA REPUBLICA CIRCUIT



Organised by the Automóvel e Touring Clube de Moçambique (ATCM), racing continued to attract over-the border competitors. Mid-July is the anniversary date of LM's founding and race meetings were always organised at this time to celebrate the event. On 16 July 1950 a series of three 30-mile (58km) races was held with South Africans Les Miller (1250cc MG Special) and Fraser-Jones (1486cc Riley Special) amongst the winners. On 2 December the first of a series of annual Christmas races was held on the 3.15km Avenida da Republica Circuito do Natal, attracting primarily local competitors.

In July 1957 Vic Procter won the 1500cc scratch race in his 1100cc Kieft-Climax and on 16 December Fraser-Jones finished sixth after hitting a pole in his MG A in a 30-lap GT race won by José



Ferreira's Alfa Romeo Veloce.

At the Circuito da Cidada on 27 July 1958 Tony Fergusson won the special touring Car race in his Porsche Speedster, while Fanie Viljoen took the 1300cc GT event in his Fairthorpe Electron. The eminently successful Fraser-Jones in his Porsche Spyder was the victor in what was effectively the 1st Grand Prix de Moçambique.

At the international meeting on 19 July 1959 on the- Avenida da Republica circuit, Luandan Alvaro Lopes caused a stir when his 3.0-litre Maserati 300S arrived just three days before the race – the first of a number of cars apparently bought by the wealthy Angolan Automobile Club for its drivers – and in the sports/racing car event promptly ran away with the over 1500cc class from Rhodesian Eric Glasby in an AC-Bristol, who earlier had won the over 1600cc GT race. Fraser-Jones won the under 1500cc sports/racing class in his Porsche Spyder, which was running a standard RS motor rather than the RSK that might have given the Maserati a closer race.

The City of Lourenço Marques Trophy race on 24 July 1960 was run on a slightly altered course (a small chicane was incorporated). The established format of three scratch races each divided into classes saw Syd van der Vyver win the 30-lap sports/racing cars race in his Cooper-Alfa Romeo from '59 winner Lopes in a less powerful Maserati and Dawie Gous' Porsche RS Spyder. The 20-lap GT event was won overall by LM driver J Gomes in a Jaguar XK150S and the 20-lap Touring Cars race went to another local, Palle Lomborg-Madsen in a 3.8 Jaguar Mk.2.

LM's 'founding anniversary' races had become very popular but the next one in the series on 23 July 1961 was run on a circuit extended to 3.162km that saw top speeds of 240kph down the now longer main straight. But the meeting was marred by the tragic death of 32-year-old Jo Eckhoff in the 35-lap 2nd Grand Prix de Moçambique race. Driving into the setting sun in the new section while chasing down Van der Vyver's Lotus-Alfa to regain the lead, Eckhoff's Cooper-Climax clipped a kerb before crashing into a gate post. Knocked unconscious and before help could reach him, the ruptured fuel tank exploded and Eckhoff died in the aftermath. The race, with its all-SA field was won by Bruce Johnstone (Cooper-Alfa Romeo) from Ernie Pieterse (Heron-Alfa) and Van de Vyver. Neville Austin (ex-Love Jaguar D-Type) won the sports car category, Fraser-Jones (Porsche Carrera Abarth) the 50-lap GT event overall with Basil van Rooyen (Ford Anglia) taking the 1000cc class.

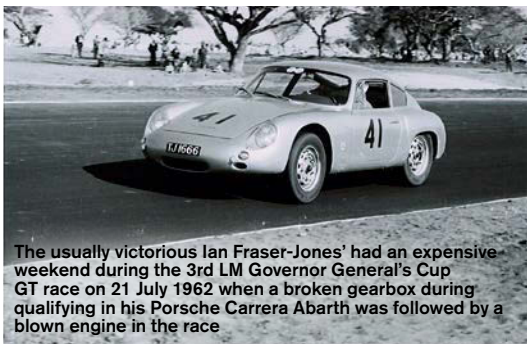
From 1962 the grands prix and other races took place on a purpose-built 3.38km facility near the beachfront known as the Circuito de Lourenço Marques, which utilised the main road to the Costa do Sol together with a purpose-built inland section. Double victories were won by Peter de Klerk in his Alfa Romeo Special in 1962 and '63, and John Love in his Cooper 55-Climax in 1964 and '65, at ▸

▲ D'Oliveira's battle-scarred Borgward cornering on the limit in the LM handicap race on 2 December 1956. The driver is not wearing a helmet...

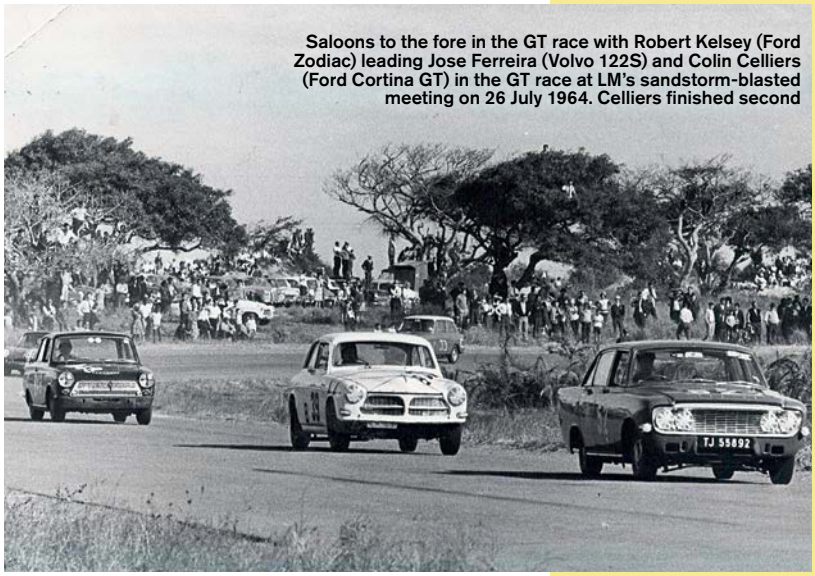
▲ Programme cover for the inaugural race meeting on the beachfront Circuito de Lourenço Marques on 21/22 July 1962. The race was won by Peter de Klerk in his Alfa Romeo Special

Third-placed Syd van der Vyver (Lotus-Alfa) leads eventual race winner Bruce Johnstone's Cooper-Alfa during the LM Trophy Race held on 23 July 1961 in which Jo Eckhoff sadly lost his life

Angolan Alvaro Lopes finished second in his Ferrari Berlinetta in 3rd LM Governor General's Cup GT race at the new Circuito de Lourenço Marques on 21 July 1962



The usually victorious Ian Fraser-Jones' had an expensive weekend during the 3rd LM Governor General's Cup GT race on 21 July 1962 when a broken gearbox during qualifying in his Porsche Carrera Abarth was followed by a blown engine in the race



Saloons to the fore in the GT race with Robert Kelsey (Ford Zodiac) leading Jose Ferreira (Volvo 122S) and Colin Celliers (Ford Cortina GT) in the GT race at LM's sandstorm-blasted meeting on 26 July 1964. Celliers finished second

◄ Helping hand: third-placed Chris van der Heever leans out of his Alfa Romeo Giulia to give Xavier de Melo's clutchless Mini Cooper a push at the end of the touring car race held in LM on 26 July 1964

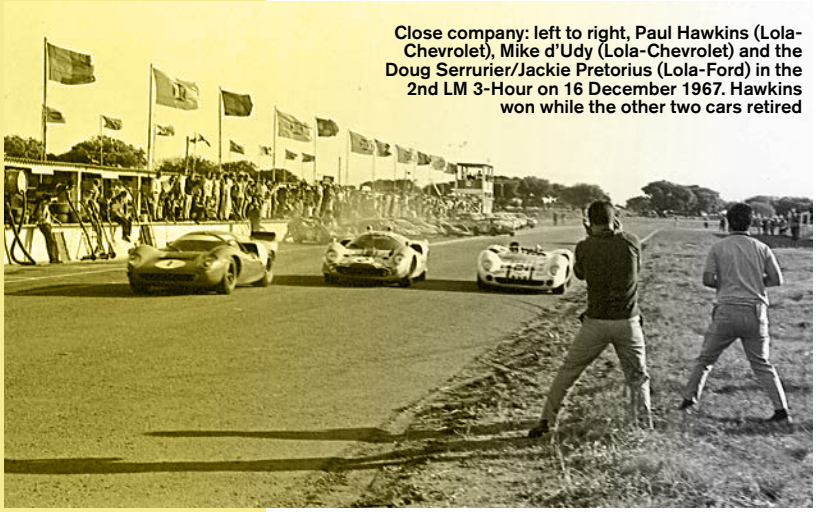
which a sandstorm affected the open cars. For the next two years the race was named the Governor General's Cup with Dave Charlton (Brabham BT11-Climax) victorious in '66, and Love (Brabham BT20-Repco) in '67, a race marred when a locked brake on Luki Botha's Brabham-Repco caused a spin into and over a kerb into a group of spectators. The car caught fire and Luki had to roll in the sand to extinguish his burning overalls after trying to save a spectator trapped under the car. Sadly, eight spectators died and 11 were injured. The Grand Prix title returned in '68 when Jackie Pretorius won in his Lola T140-Ford F5000 and this victory was followed by Love (Lotus 49B-Ford) in '69, Charlton (Lotus 49C-Ford) in '70 and at the final grand prix in 1971, Love again, this time in a Surtees-Ford.

Endurance racing has always been popular with Southern African race fans and the LM 3-hour became part of the Springbok Series on 17 December 1966 when Roy Pierpoint/Doug Serrurier were the winners in a Lola-Ford with Basil van Rooyen taking the Index of Performance honours in his Alfa Romeo Sprint GT. Subsequent victors in the following years were Paul Hawkins (Lola-Chevrolet) and Jack Holme/Richie Jute (Lotus Elan) in '67, Malcolm Guthrie/Mike Hailwood (Mirage-Ford) and Holme/John Rowe (Elan) in '68, Mike d'Udy/Frank Gardner (Lola-Chevrolet) and local man F Nativadade (Mini Cooper S) in '69, Brian Redman (Chevron B16) and Derek and Guy Tunmer (Alfa Romeo Berlina 1750) in '70, Jody Scheckter/Ed Swart (Chevron B19) and Jochen Mass (Ford Capri) in '71, and Jochen Mass/Gerry Birrell (Chevron-Hart) and Koos Swanepoel (Toyota Celica) in '72, the last LM 3-hour before the global fuel crisis had its impact.

On 13 February 1972 LM hosted a round of the SA Formula Ford Sunshine Series and it was won by Tony Brise in a very fast Merlyn Mk/20 from Richard Sterne's Titan Mk.5 and Ian Scheckter's Merlyn Mk.20.

The Portuguese Colonial War brought about an end to motor racing in Mozambique. In describing the attraction of the Circuito de Lourenço Marques, the late renowned motorsport journalist Leicester 'Sy' Symons said, '*Vinho verde, cerveja Laurentina and lagostine* (green wine, the local beer and prawns) are enough to attract the boys to LM any time. Add racing as well and you have no chance of keeping them away'.

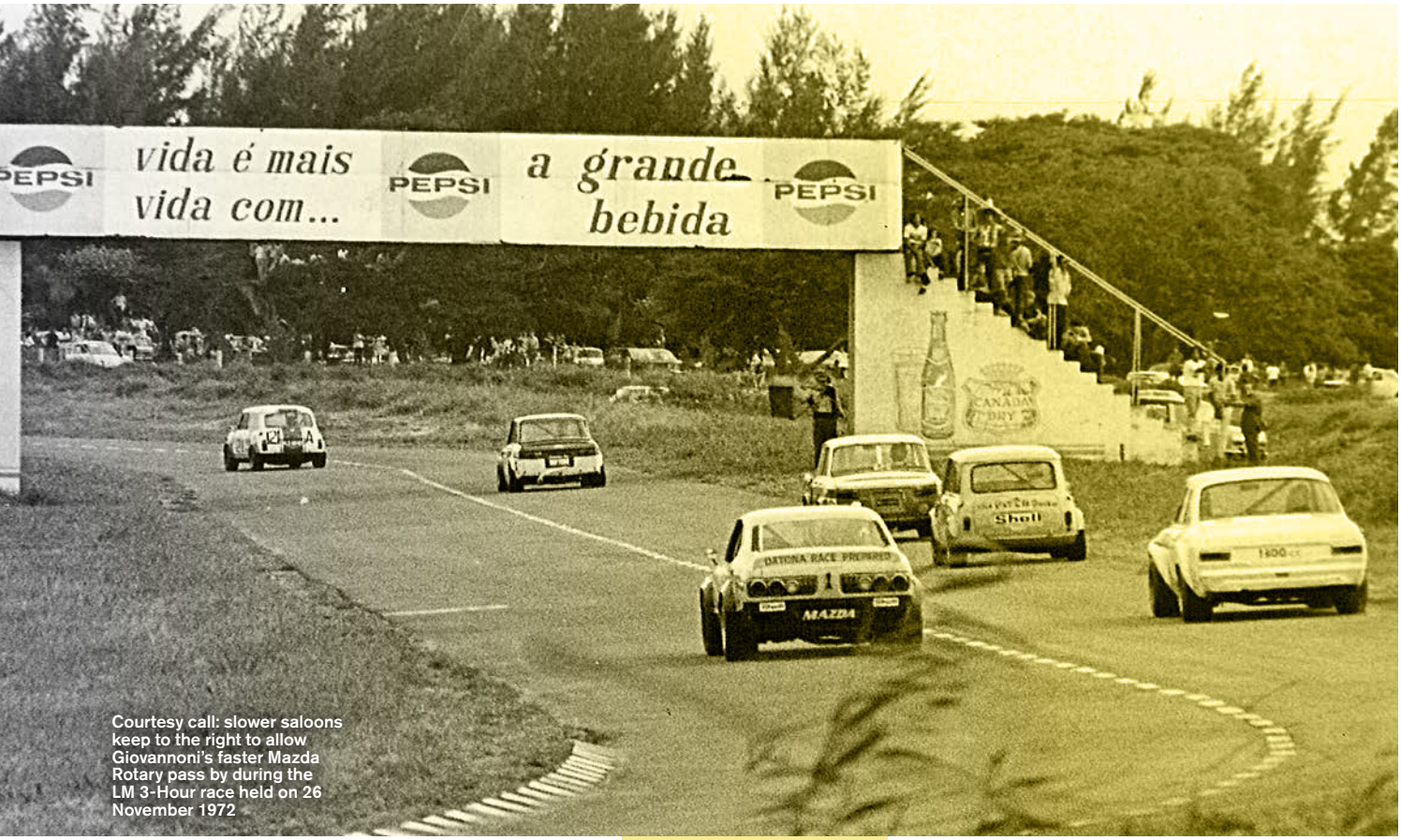
While all this activity was taking place, over to



Close company: left to right, Paul Hawkins (Lola-Chevrolet), Mike d'Udy (Lola-Chevrolet) and the Doug Serrurier/Jackie Pretorius (Lola-Ford) in the 2nd LM 3-Hour on 16 December 1967. Hawkins won while the other two cars retired

◄ Dave Charlton finished third in the LM Governor General's Cup race held on 27 July 1969 in his F5000 Lola T140-Chevrolet

➤ Jackie Pretorius' F5000 Lola T142-Ford V8 (no.8) flanked by the F1 cars of Sam Tingle (Brabham BT24-Repco no.2) and John Love (Lotus-Cosworth no.1) at the 10th LM Governor General's Cup meeting on 27 July 1969. Love finished first and Tingle second



Courtesy call: slower saloons keep to the right to allow Giovannoni's faster Mazda Rotary pass by during the LM 3-Hour race held on 26 November 1972

Paddy Driver's Alfa Romeo Tipo 33/2 passes the Jody Scheckter Mazda M10A in the LM 3-Hour held on 29 November 1970

the west of the continent in Angola, motor racing was also flourishing. Quite a number of circuits were used: in the 1960s there was a dual layout (2.77/3.96km) track alongside the Praia Morena Beach in Benguela, another at Restinga in the town of Lobito alongside the beach, and the 4,614km Lobito circuit in Benguela province. Luanda's 3.46km Nova Lisboa (now Huambo) street circuit regularly held GT races in the '60s/'70s and where on 28 July '74 the overcrowded spectator bridge at the start/finish line collapsed at the start of the race. To avoid the heat and causing unnecessary disruption, street circuits held qualifying very early in the morning, but cars often overheated during the day's racing.

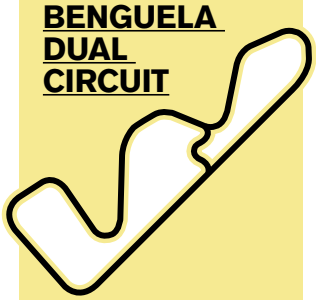
Organised by the Automóvel e Touring Clube de Angola, the Angolan Grand Prix was a sports car event run from 1957-60 at the 4.62km Circuito de Luanda, the first two years over 65 laps (300km) then over 40 laps (185km). From 1962-65 it was held at the 3.01km Fortaleza circuit over 100 laps (300km). From '57 the winners were Correira de Oliveira (Porsche), Jimmy de Villiers (Jaguar D-Type), Kurt Lincoln (Cooper Monaco), John Love (Jaguar D-Type), Lucien Bianchi (Ferrari 250 GTO), Hermann Müller (Porsche RS), Willy Mairesse (Ferrari 250LM) and David Piper (Ferrari 365 P2). Incidentally, Lincoln was the father of F1 champion Jochen Rindt's wife, Nina.

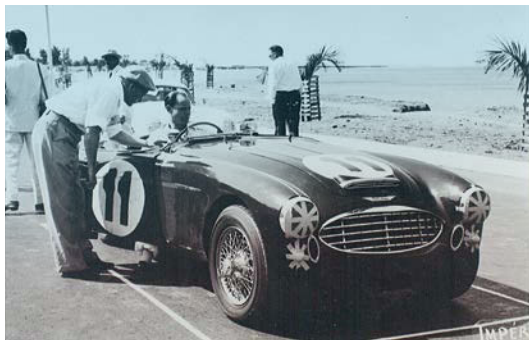
On 28 May 1972 the Autodromo Luanda at Barra do Cuanza was inaugurated with five possible configurations varying in length from 3.2-6.28km but was abandoned in 1975 when civil war broke out. However, it was subsequently revived and today is still used for local racing. tc

The author gratefully acknowledges the assistance of Wendy Monk, the Frank Hoal collection and the Franschhoek Motor Museum in the research and illustration of this article.

Programme cover of the 3rd Angolan GP held in Luanda on 20 September 1959, which was won by Kurt Lincoln (Cooper Monaco)

BENGUELA DUAL CIRCUIT





Bill Jennings' Austin-Healey at the start of the 2nd Angolan GP held in Luanda on 22 September 1958

FOR THE DISCERNING PETROLHEAD

Gadgets, gizmos, apps and more. By ***Chris Wall***

FERRARI CARBONFIBRE CHESS SET

DEFINITELY A CONVERSATION STARTER

What better way to show off your success than blowing silly amounts of money on trivial things like this brilliant carbonfibre Ferrari chess/draughts set.

The board is carbonfibre-covered wood with the squares alternating in carbonfibre and fibreglass. The knight piece is basically a 3D Ferrari prancing horse. Great stuff.
$2050 (+/- R23 000)

thegadgetflow.com

MOVING TAIL KITTY CAR DECAL

SOMETIMES CORNY IS COOL-ISH

Ok, no it's not, but when you buy yourself something expensive for your car, you can chuck this in to appease the missus and fit it to her car. The set comes with Happy & Grumpy and four tails and when fitted in the combo of your choice, the kitty will wag its tail in the rain. A real wet cat would just try kill you.
$10 (+/- R115)

thinkgeek.com

SOLAR TYRE GAUGE

WHEN PRESSURE GETS TO YOU

Ideal for those at the strip or track who know that tyre pressure makes a real difference in times. It's just cool to have in the cubbyhole, even if you never use it. The LCD screen reads pressure in Psi, Bar, Kpa and Kg/cm2.
$12.00 (+/- R135)

likecool.com

DOCOOLER MIRROR SHADES

YOU NEVER KNEW YOU NEEDED THESE

So basic yet so clever. You get covers for your windows so you can have them open a bit in the rain. Now you get little covers that will keep your wing mirrors dry. You can also colour code them to match the car. Such a subtle mod that you'll have to point it out to people.
$3.00 (+/- R35)

Amazon.com

CORDLESS TYRE INFLATOR

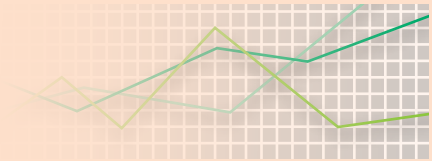
IF THE PRESSURE'S GONE, YOU'LL NEED ONE

Just a 2-hour charge will have you ready to pump some tyres. Great for unexpected flats or slow punctures. Shuts off at your set pressure and has an LED that illuminates the valve to see what you're doing. The digital pressure gauge displays Psi, Kpi, or Bar. This deserves some boot space.
$89.95 (+/- R1 010)

hammacher.comt

THE PINCERS

Tough laws, rising costs force a rethink



KEY INDICATORS – FEBRUARY 2015

INDUSTRY TOTAL 52 368 | **PASSENGER CARS** 34 909 | **LCV** 15 139 | **EXPORTS** 29 760

PICTURE THIS. CARMAKERS and their many Original Equipment Manufacturers (OEMs) are pouring pots of money into China, hoping to cash in long-term, even though growth is slowing; nobody knows what to think about India despite the potential; Asia is showing promise but is patchy; South America and Russia are in the doldrums; and Africa, well, an expanding middle-class who want better cars are being stymied by seemingly self-serving leaders and officials intent on mopping up the proceeds of trade.

How, in the next decade, should the auto industry react to these sorts of world market forces, combined as they are with significant shifts in consumer demand and tough new auto legislation that seeks safer, more efficient cars?

A PricewaterhouseCoopers (PwC) report on 2015 automotive trends has some key pointers – many with resonance in our relatively tiny, but still vitally export-linked motor industry. A quick summary:

Consumer brand loyalty is waning as cars are viewed as transport machines.

There is less willingness to pay a high price, in part because there is less product differentiation across brands and because vehicle quality is more uniformly high throughout the industry.

Consumers want fancier infotainment systems and expect more features as standard at the same low price.

Tighter corporate average fuel economy regulations are adding to costs and demand higher volumes to cover those costs. Products are being carefully rethought, often using lighter materials to meet stringent fuel ceilings. In the US, for example, aluminium has replaced many steel parts on Ford's new F150 truck.

More safety features are becoming mandatory, adding to costs.

Manufacturers have far more access to driver behaviour and vehicle usage via multiple sensors and sophisticated telematics, yet are not sure how to apply this data (except in the case of certain warranty claims).

Consumers, are using web access to stay better informed about vehicle specification, performance, pricing and discounts, enabling them to leverage better deals.

In a decade, the cost of electronics as a portion of total car cost has risen from 20 to 35% on average, and these systems contribute as much as 90% of innovations and new features – so are vital to product differentiation. The best cars will be those with the better systems.

Software breakthroughs are becoming more important than new hardware, forcing car makers to parallel the much shorter product life-cycles of electronic goods.

Manufacturers are adding more niche models based on fewer platforms. VW has cut its architecture count to four; GM aims to cut from 26 to four by 2025. While initial costs are higher, components are shared and modular, and higher volumes achieve the necessary economies of scale.

The increased role of electronics will force OEMs to collaborate with players outside the traditional industry, and to develop standard interfaces and modules for telematics and infotainment.

Consumers want a quicker, seamless purchasing experience that includes financing and insurance. Increasingly, choices are being made on the strength of online browsing, though dealers will still use the test drive to close sales. Dealer processes, and investment in technology, particularly in the more profitable after-sales arena, will have to be tailored to follow suit. *

February sales

What's clear is that global sneezes directly affect every aspect of the local motor industry. When a single dollar now commands more than R12 – the highest level in 13 years and fast approaching 2001's R13.85/dollar mark – the importers of cars and other goods take a serious knock, and before long they pass it all on. Or when torrid business conditions in Europe or budgetary realignments in Africa take a slice out of the export cake, production is realigned to other market needs. So, behind the scenes there was lots of fancy footwork to the 35.6% (7819 unit) year on year uptick in February export numbers reported to Naamsa, with a change in the mix against previous months as passenger car numbers were up 35.6% and LCVs, the usual staple, down 10.8%.

However, the manufacturers' association is now predicting 20% export growth in 2015, taking the final figure to a record 330 000 units if orders and production stay steady – putting some stock in government's National Development plan which intends to target nine growth areas, reduce workplace conflict and address the energy crisis.

Domestic market conditions are cause for less bullish year total forecasts of around the 630 000-unit mark, as, according to Toyota's senior sales and marketing VP Calvyn Hamman, the higher tax burden announced in the recent budget along with the increase in the fuel levy, will have a direct impact on sales. The February aggregate was up 1.5% (584 units) year-on-year, with the usual high proportion through the dealer channel (84.7%) and, unusually, sustained support from the rental sector (7.1%). The latter accounted for 9.9% of passenger car sales in the month, buoying the 1.5% gain (525 units), while light commercials also ticked upward by 1.8% (268 units). Medium and heavy commercials declined by 16.4% (151 units) and heavy commercials slid 3.5% (57 units), testimony to factors including the financial year-ends of many companies and a shaky business outlook.

Wesbank research head Rudolf Mahoney points out that in addition to the 80.5cent fuel levy spike from April, fuel prices are set to rise 17% before June as crude oil prices regain traction, further constraining buyer budgets and inhibiting the desire to incur excessive debt.

The mantra will be affordability, leading buyers to go long on their finance terms, typically up to six years to cap costs, even though cars are being traded usually within three years. Secondly, buying-down in the new market to lower mobility costs continues apace. 'Buyers are either buying down or considering their options in the used market,' says Mahoney. Wesbank research has shown a steady uptake in A-segment cars, growing from 20% of the passenger market in February 2014 to 30% in 2015. While credit demand is still strong, and applications for finance were up 12.7% y/y at Wesbank, only 7.6% of this growth was to finance new vehicles, against 15.3% for used.

It figures, and confirms some of those PwC findings. While brand loyalty is being sternly tested as buying down reduces the status value of the purchase, it is also good for consumers who are demanding, and getting, better small cars. The recently launched VW Up being a clear case in point – great kit in a small space. tc

* SOURCE: pwc.com/perspectives/2015-auto-trends.

New car sales

PASSENGER CARS - FEBRUARY 2015

01	VW Polo Vivo/Vivo Sedan	2401
02	VW Polo/Polo Sedan	2155
03	Toyota Etios	1599
04	Toyota Corolla/AurisQuest	1590
05	Ford EcoSport	1318
06	BMW 3 Series	804
07	Ford Figo	714
08	VW Golf 7	646
09	Chevrolet Spark	586
10	Datsun Go	564
11	Toyota Fortuner	554
12	Ford Fiesta	508
13	VW Up	491
14	Honda Brio	468
15	Toyota RAV	414
16	Renault Sandero II	407
17	Toyota Avanza	379
18	Audi A3/Sportback/Cabrio	373
19	Ford Kuga	370
20	Renault Duster	346
21	Audi A4/Allroad	330
22	Honda Ballade	330
23	Honda Jazz	328
24	Renault Clio IV	324
25	Nissan Qashqai	307
26	Opel Corsa	285
27	VW Jetta 6	280
28	Opel Adam	280
29	BMW 1 Series	276
30	Nissan X-Trail	261
31	Toyota Yaris	242
32	Chev Aveo	236
33	BMW 4 Series	229
34	VW Tiguan	223
35	Mazda3	213
36	Jeep Grand Cherokee	187
37	Mitsubishi ASX	180
38	BMW 2 Series	171
39	Mazda CX-5	171
40	Suzuki Swift	170
41	Honda CR-V	170
42	L-R Discovery 4	158
43	BMW X5	157
44	Jeep Wrangler	139
45	Jeep Compass	138
46	Ford Focus	136
47	VW T5 Caravelle/Kombi	133
48	Chevrolet Cruze	131
49	Ford Ikon	125
50	Toyota Prado	119
51	Chevrolet Captiva	119
52	Audi Q3	112
53	Volvo V40	111
54	BMW X3	110
55	Audi A1	110
56	Mini Hatch	109
57	BMW X6	109
58	BMW X4	106
59	L-R Range Rover Evoque	104
60	Chevrolet Trailblazer	103
61	Audi TT	100
62	Audi Q5	93
63	Nissan Almera	90
64	Suzuki Celerio	89
65	Nissan Juke	82
66	Honda Mobilio	75
67	Suzuki Jimny	72
68	Mazda2	72
69	L-R Range Rover Sport	69
70	Chevrolet Sonic	65
71	Peugeot 208	65
72	BMW 5 Series	63
73	Toyota Land Cruiser 200	63
74	Mahindra XUV	60
75	Tata Indica/Indigo/B-Line	59
76	Suzuki SX4	58
77	Opel Astra	56
78	Dodge Journey	55
79	Suzuki Ertiga	55
80	Audi A5	54
81	Mitsubishi Mirage	54
82	Jeep Cherokee	54
83	Mitsubishi Pajero	54
84	Porsche Cayenne	47
85	Mitsubishi Pajero Sport	47
86	Infiniti Q50	45
87	Porsche Macan	43
88	VW Touareg	41
89	Volvo XC60	40
90	Mini Countryman	40
91	Audi A6 Sedan	37
92	Renault Koleos	37
93	Nissan Micra	36
94	Subaru Forester	35
95	VW Caddy	35
96	Volvo S60	34
97	Honda Civic	33
98	Volvo V40 CC	32
99	Porsche Cayman/Boxster	31
100	Suzuki Alto	31
101	Fiat 500	30
102	Subaru XV	30
103	Peugeot 2008	30
104	Jaguar XF	29
105	Toyota LandCruiser SW	29
106	VW Scirocco	29
107	Jeep Patriot	28
108	BMW X1	27
109	Audi Q7	27
110	VW Touran	25
111	Suzuki Splash	22
112	Renault Megane III	22
113	Chrysler 300C	22
114	Lexus ES	21
115	Infiniti QX70	21
116	Toyota 86	19
117	VW Beetle/Cabrio	18
118	Jaguar F-Type	18
119	Porsche 911	17
120	SsangYong Korando	17
121	Lexus NX	17
122	Citroen C1	16
123	Nissan NV200	16
124	BMW 6 Series	16
125	L-R Range Rover	15
126	VW CC	15
127	Ford Fusion	15
128	Toyota FJ Cruiser	14
129	Lexus IS	14
130	Mahindra Xylo	13
131	Mazda6	12
132	Alfa Giulietta	12
133	Chrysler Voyager	12
134	Suzuki Grand Vitara	12
135	Mazda5	12
136	Nissan Sentra	11
137	Nissan Pathfinder	11
138	Chevrolet Orlando	11
139	Lexus LX	10
140	Citroen C4 Aircross	10
141	VW Golf A6/Cabriolet	9
142	Fiat 500L	8
143	Lexus RX	8
144	Land Rover Freelander 2	8
145	Subaru WRX	8
146	Peugeot 308	8
147	Peugeot 107	7
148	Honda Accord	7
149	Toyota Innova	7
150	Nissan Livina	7
151	Audi A8	7
152	Infiniti Q70	7
153	Fiat Panda	6
154	Tata Indica Vista	6
155	Volvo V60	6
156	Jaguar XJ	5
157	Fiat Qubo	5
158	Mahindra Scorpio	5
159	Ferrari California	5
160	Mahindra Quanto	5
161	Audi A7 Sportback	5
162	Lexus GS	5
163	BMW 7 Series	4
164	Porsche Panamera	4
165	Peugeot 3008	4
166	BMW Z4	4
167	Audi R8	4
168	Citroen C4 Picasso	4
169	Citroen DS5	4
170	Mitsubishi Outlander	4
171	Citroen DS3	3
172	Mini Paceman	3
173	Alfa Mito	3
174	Mazda MX-5	3
175	Maserati Quattroporte	3
176	Infiniti Q60 Cabriolet	3
177	VW Passat	2
178	Ferrari 458 Speciale	2
179	Mini Roadster	2
180	Citroen C3	2
181	Abarth 500	2
182	Mini Clubman	2
183	Tata Manza	2
184	Infiniti QX50	2
185	Fiat Doblo	2
186	Renault Sandero	1
187	Nissan Patrol SW	1
188	Mini Coupe	1
189	Subaru Outback	1
190	Toyota Aygo	1
191	Opel Meriva	1
192	Volvo XC90	1
193	Citroen DS4	1
194	Maserati GranCabrio	1
195	Maserati Gran Turismo	1
196	Jaguar XK	1
197	Renault Fluence	1
198	Citroen DS3 Cabrio	1
199	Ferrari F12	1
200	Lexus LS	1
201	SsangYong Rexton	1

LCV - FEBRUARY 2015

01	Toyota Hilux	3097
02	Ford Ranger	3078
03	Nissan NP200	1409
04	Chev Utility	1406
05	Toyota Quantum	1312
06	Isuzu KB	1212
07	Nissan NP300 Hardbody	546
08	Volkswagen Amarok	340
09	Toyota Land Cruiser Pick-up	304
10	Nissan NV350 Taxi	209
11	Nissan Navara	168
12	VW Caddy	142
13	Mazda BT-50	132
14	Mahindra Scorpio Pik-up	117
15	Ford Transit	85
16	Mitsubishi Triton	80
17	Mahindra Bolero	55
18	Tata Super Ace	49
19	Nissan NV350	48
20	Tata Xenon	38
21	Fiat Ducato	38
22	Land Rover Defender Pick-up	37
23	Nissan Hardbody	35
24	VW T5 Transporter Crew Bus	35
25	VW T5 Transporter Pick-up	34
26	JMC Boarding	29
27	JMC Carrying	26
28	Fiat Fiorino	22
29	Nissan NV200	22
30	Tata Telcoline/Worker	20
31	Chev Spark	20
32	Nissan Patrol	14
33	Renault Kangoo	13
34	Peugeot Partner	11
35	Mahindra Genio	10
36	SsangYong Actyon Sports	9
37	Toyota Avanza	8
38	Fiat Doblo Cargo	7
39	JMC Vigus	6
40	VW T5 Transporter Panel Van	4
41	Citroen Berlingo	2
42	Opel Vivaro	2
43	Citroen Dispatch	1

TOP 20 DOMESTIC

TOYOTA	10147
VOLKSWAGEN GROUP SA	8367
FMC	6358
AMH/AAD	5891
GMSA/ISUZU TRUCKS	4772
NISSAN	3916
MBSA	2735
BMW GROUP	2233
HONDA	1411
RENAULT	1152
CHRYSLER SA	637
MAZDA SOUTHERN AFRICA	615
SUZUKI AUTO	509
JAGUAR LAND ROVER	444
MITSUBISHI MOTORS SA	420
GWM	363
VOLVO GROUP SOUTHERN AFRICA	333
MAHINDRA	292
TATA	292
VOLVO CARS	229

TOP 10 EXPORTERS

TOYOTA	6795
MBSA	6668
VWSA	5727
BMW GROUP	5656
FMC	3269
NISSAN	1246
GMSA/ISUZU TRUCKS	165
HONDA	79
MAZDA SOUTHERN AFRICA	51
MAN	36

Electric avenue

All that unused energy – but no longer; tyres are set to produce their own electricity

A **TYRE THAT CAN** transform its vibrations into electrical energy. It sounds like blue sky waffle, but the geeks at Goodyear's Innovation Centre have managed to come up with just that.

Sexily named BH03, their wonder tyre creates electrical energy that supplies the batteries of a hybrid car's powertrain, as well as other on-board technologies. It is conceptual at the moment, but the science is now out there, and it won't be long before an enterprising company jumps at the chance to make a killing and save us yet more filthy lucre at the pumps.

So how does it work exactly? In more detail, the tyre generates electricity via the action of two types of material. The first is thermoelectric material, which transforms heat into electric energy, generated inside the tyre by the ultra-black texture when it's stationary, or, by its rolling motion when moving. The second material is piezoelectric, which transforms the pressure when a tyre deforms and vibrates.

The two new materials then form a 3D network which makes up the inner structure of the tyre.

The less tricky part – allegedly – is how the transformed energy is then relayed to the car's battery. They're working on that, and see a number of simple solutions, though safety will need to be addressed.

The 3D structure in the tyre could also support the load of a car if the tyre gets punctured, so providing an alternative approach to delivering run-flat technology. And another bonus is that the tyre produces a large circumferential channel which could improve aquaplaning resistance, or, with a unique tread pattern, absorb a substantial amount of noise.

Confused? Don't be. It's simply Einstein's mantra that energy cannot be created or destroyed, but only changed from one form to another.

So will it be on the next Prius or Lexus? Not just yet. In announcing the tyre at this year's Geneva Show, the Centre's General Director Jean-Pierre Jeusette suggested the product was more inspiration than marketable product.

'We are convinced that its insights will have a place in future development,' he said. 'It is meant to stir debate, discuss possible solutions and enable engineers to think out of the box to deliver smart solutions for a smart future'.

It now remains for the bean counters and the entrepreneurs to take the idea further. Watch this space. **PETER FROST** TC

➤ **Materials within the tyre transform both heat build-up and pressure changes into electric energy**

topcar

Breakfast Run with **Infiniti**

Join the TopCar team on their 2015 **Breakfast Runs** where we invite you to take **Infiniti's Q50** on some of southern Africa's most scenic roads. That's right! Infiniti is giving the first **10** lucky TopCar subscribers the chance to test drive the all-new Q50 and join the team for breakfast. Go to ***topcar.co.za/competitions*** and complete the entry form to claim one of 10 seats in the **Infiniti Q50 luxury sedans**. See below for terms and conditions.

Breakfast Run dates and rendezvous points*

14 March
Infiniti Centre Cape Town
Harbour's Edge, 2 Hospital Street, Greenpoint

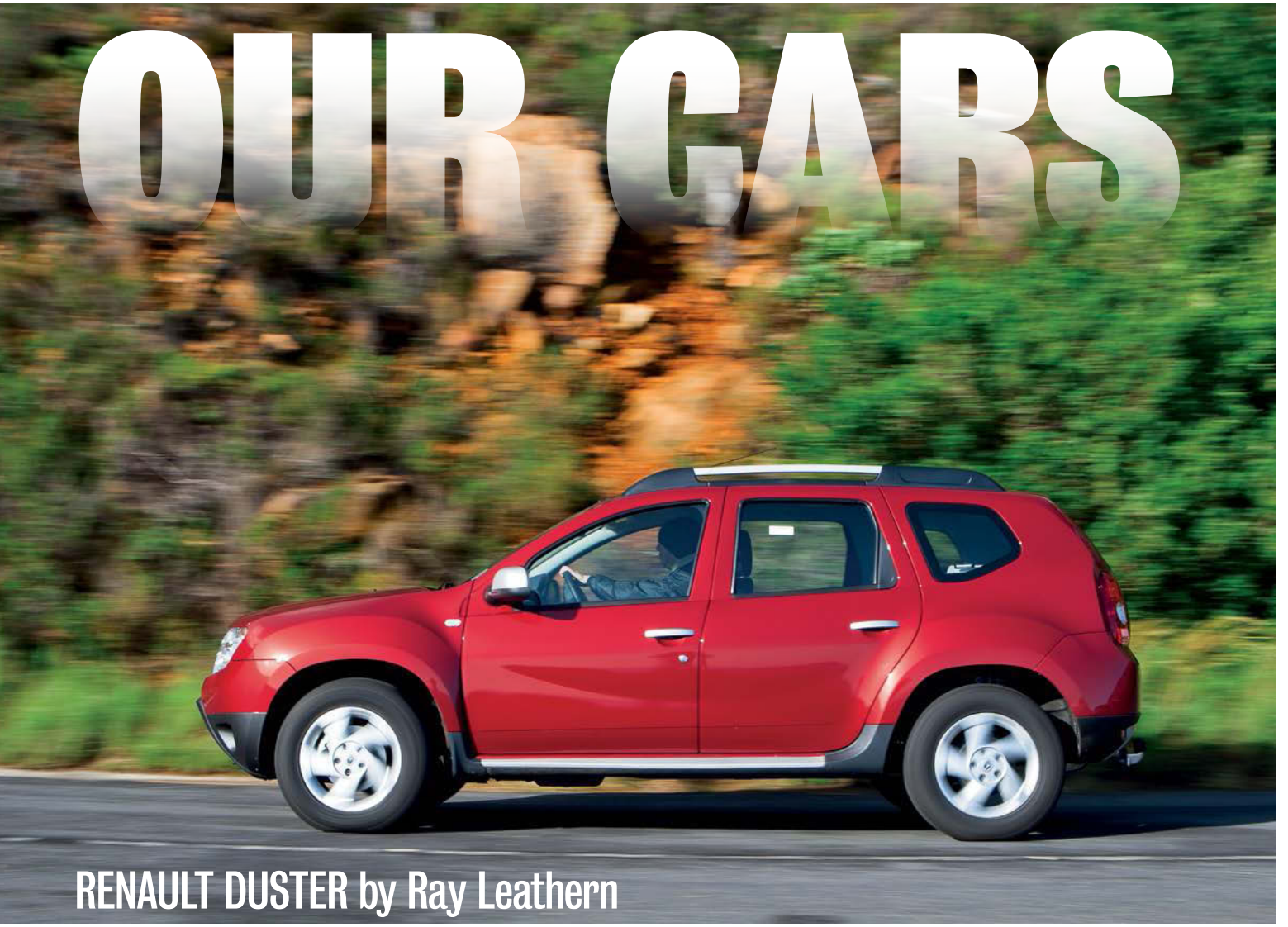
11 April
Infiniti Centre Cape Town
Harbour's Edge, 2 Hospital Street, Greenpoint

16 May
Infiniti Centre Hatfield
1290 Pretorius Street, Hatfield, Pretoria

***TERMS & CONDITIONS:**

- You must be a new or current TopCar subscriber to enter.
- TopCar reserves the right to select participants at its discretion.
  TopCar also reserves the right to withhold participation to any selected party at its discretion.
- Selected participants will be notified 10 days prior to the event.
- Dates and other details are subject to change without any prior communication.
- Participants must be older than 18 and in possession of a valid South African driver's licence.
- Participants are allowed to bring one partner and will only be allowed to enter the Breakfast Run in the region in which they reside.
- A buffet breakfast will be provided. All other costs, whether expressed or implied, including transport to and from the Breakfast Run meeting point, and speeding fines, including fines incurred on the Breakfast Run, are for the participant's account.
- Participants will have to sign an indemnity form before the start of the Breakfast Run and must obey all traffic rules on the Breakfast Run itself.

INFINITI



RENAULT DUSTER by Ray Leathern

MONTH 11

UPS | Slick Bluetooth connectivity…
DOWNS | …Being connected while you drive

▲ Granted, it ain't the quietest car in the world; but nothing beats uninterrupted quality time in the Duster

BMW'S CONNECTEDDRIVE, MERC'S Command Online, Audi's 4G LTE wireless data connectivity: hi-tech, convenient and praiseworthy the lot of them. But why, oh why, do you want to be connected 24 hours a day, 7 days a week in your car? For me, the 60 minutes of quiet time I get each day on my commute to and from the city is 'me' time. I don't take calls, much less surf online or indulge in social media like you can on some of the latest apps: 'Stuck in traffic in my @BMW 316i #justsaying #lol #connecteddrive'.

Nope, it's just me, my thoughts and usually a terribly lip-synced rendition of AC/DC, Chilli Peppers, Metallica or whatever else is playing on the Duster's USB-compatible stereo at the time. Nevertheless, considering this is the eleventh month of my longterm test, I thought it prudent to switch on my phone's Bluetooth and at least go through the motions of pairing it with the car. The results? All very good. The Renault's touchscreen is as easy and intuitive to use as it always is – if a little slow by new car standards – and within seconds you can become a fully-fledged member of 'connected' society. I placed a test call and my fiancé's voice on the other end of the line was a damn sight easier on the ear than the satnav's bonger that goes off every time it senses an impending speed camera. And then I immediately turned it all off again. Why? Well, I don't know if you've heard but BMW and software maker SAP are developing a program that'll deliver in-car advertising through ConnectedDrive. Cleverly, they're not calling it advertising but rather the 'virtual marketplace of the future.' And it'll deliver a 'context-adaptive, personalised filtering of real-time offers generated by location-based service providers.' Wow. That's a lot of hyphens. But what it means is the satnav in your car will recognise certain destinations and then you're pretty much a captive audience for advertisers to target you directly. 'Cheap coffee this way; six-piece lounge suites here; two for one on all copiers; the latest chinos on sale now'... I'm sorry but I'll pass thanks. Quiet time in my Duster is far more valuable than some cash-back points deal at Clicks. Consider me opted out.

LOGBOOK
RENAULT DUSTER 1.5 DCI 4X4 DYNAMIQUE
ODO READING START/ NOW | 588/14 321km
DISTANCE COVERED | 13 733km
FUEL CONSUMPTION | 864.79litres
AV. FUEL CONSUMPTION | 6.28ℓ/100km
SERVICE INTERVAL | 15 000km
SERVICE COST | Covered by the 3-year/45 000km service plan
TOTAL FUEL COST | R11 126
RUNNING COST | 81c/km

VOLKSWAGEN TIGUAN by Peter Frost

MONTH 11

UPS | Quieter than an Arsenal away game
DOWNS | Net sunroof cover no match for the South African summer

I THINK WE'VE been rumbled. Traditionally our long-termers are booked in for their services as ghost cars – we don't mention the word media and the hope is we get a real-world experience to pass on to you. All well and good – unless you live in a platteland town. Malmesbury Rola Motors didn't exactly see me coming – Dolfie's tractor trailer was in the way for that – but they figured out who I was pretty sharpish, thanks to the address I had to give.

'Langsaan die Tolkiens? Ooh, jy's die man met al die karre'.

Turns out there's a positive to the rumble. Apparently the rumour in town is that I run a high class brothel, due to the number of smart cars usually in the driveway. Now, as the (very efficient) grapevine gets to work, I'll likely be accepted in the post-church Sunday scrum at Spar, fewer dark looks and lots more queries about who won Sunday's F1, what car to buy and when.

On that shortlist would certainly be the quietly competent flagship Tiguan, now surely feeling like an unloved orphan as it reaches the end of its tenure with us. It has had no less than five foster parents, all of whom have been impressed with its easy attitude, peppy engine and quality interior.

Chief among its attributes is its almost uncanny lack of road, engine and wind noise. As modern vehicles are clad in ever wider rubber, and materials become ever lighter – aluminium, carbonfibre, manmade polymers – interiors are getting noisier, insulation technology apparently not keeping up with weight reduction advances. Road standards in South Africa are not helping either. So, is the Tiggy actually quieter than its contemporaries? A little digging suggests an emphatic yes. A Swedish study by the good people at *Vi Bilägare* magazine put the Tiggy in its top ten quietest cars, ahead of the Toyota Prius nogal, at 70.7 decibels (measured inside the cabin at 100kph), and far quieter than any other small SUV. Swedish roads are a match for South African roads too – rough and patchy. To put the car's performance in perspective, the quietest vehicle on any road is probably the Mercedes-Benz S-Class 500 LWB, at 67dB. So pretty decent. And more broadly? Those enterprising Germans over at *Auto Bild* went a step further and rated 30 current models, using sone as a measure, the unit for perceived loudness. They didn't test the Tiguan, but top of that list was also the big Merc with 14.55 sone, followed by the Rolls Royce Ghost (15.34). More useful to the masses, the latest four-cylinder Audi A3 hatchback managed a very commendable 18.83 and the new diesel VW Golf TDi a superb 19.25 sone. Given the Teutonic obsession with a bit of peace and quiet, perhaps the results aren't that surprising.

Back to the whispering VW. The oil change service, like Malmesbury licencing, building plans and Home Affairs, was handled with slick efficiency, the car in and out in just over an hour, washed and prepped, aircon compressor oil also topped up, without being asked. Champion.

Still, in the name of investigative snooping, I may have to find another ghost centre. The line of service personnel outside to wave goodbye tells me so.

LOGBOOK
VOLKSWAGEN TIGUAN 2.0TSI 4MOTION SPORT & STYLE
ODO READING START/NOW | 1391/13 150km
DISTANCE COVERED | 11 759km
FUEL CONSUMED | 1 270.83ℓ
AV. FUEL CONSUMPTION | 9.25ℓ/100km
SERVICE INTERVAL | 15 000km
SERVICE COST | Covered by the 5-year/60 000km AutoMotion service plan
TOTAL FUEL COST | R15 954
OIL COST | R73 (service cost, covered by AutoMotion)
RUNNING COST | 1.36c/km

The Tiguan, great on dirt and cathedral quiet inside, is deceptively large; Frost not as Lilliputian as he looks

TOYOTA LAND CRUISER PRADO by Carri-Anne Jane

MONTH 7

UPS | Customisable setup of 4x4 functions. Despite being a big beast, it still behaves like a mountain goat
DOWNS | Doesn't have a 'Set Up Camp' function

I LIKE THE lumbering Prado – a lot. There, I've said it, but before you judgingly hang me up by my toes hear me out for a moment. The Prado's 3.0-litre diesel mill is a powerful unit that can adequately dispatch anything you throw at it. While it's a pleasure on the open road the balance of torque and power only comes to the fore once you've taken it off the beaten track. Sure it's unrefined – this is a turbodiesel after all, but this hardy powerplant is bulletproof and robust enough to deal with such concerns as the poor fuel quality north of the border.

This month we set out to test the Prado's off-road capabilities around the Klein Karoo in the Swartberg and Gamka Berg mountain ranges. These mountains have plenty of loose shale and big rocks, which together provide some of the most challenging 4x4 routes in the Cape.

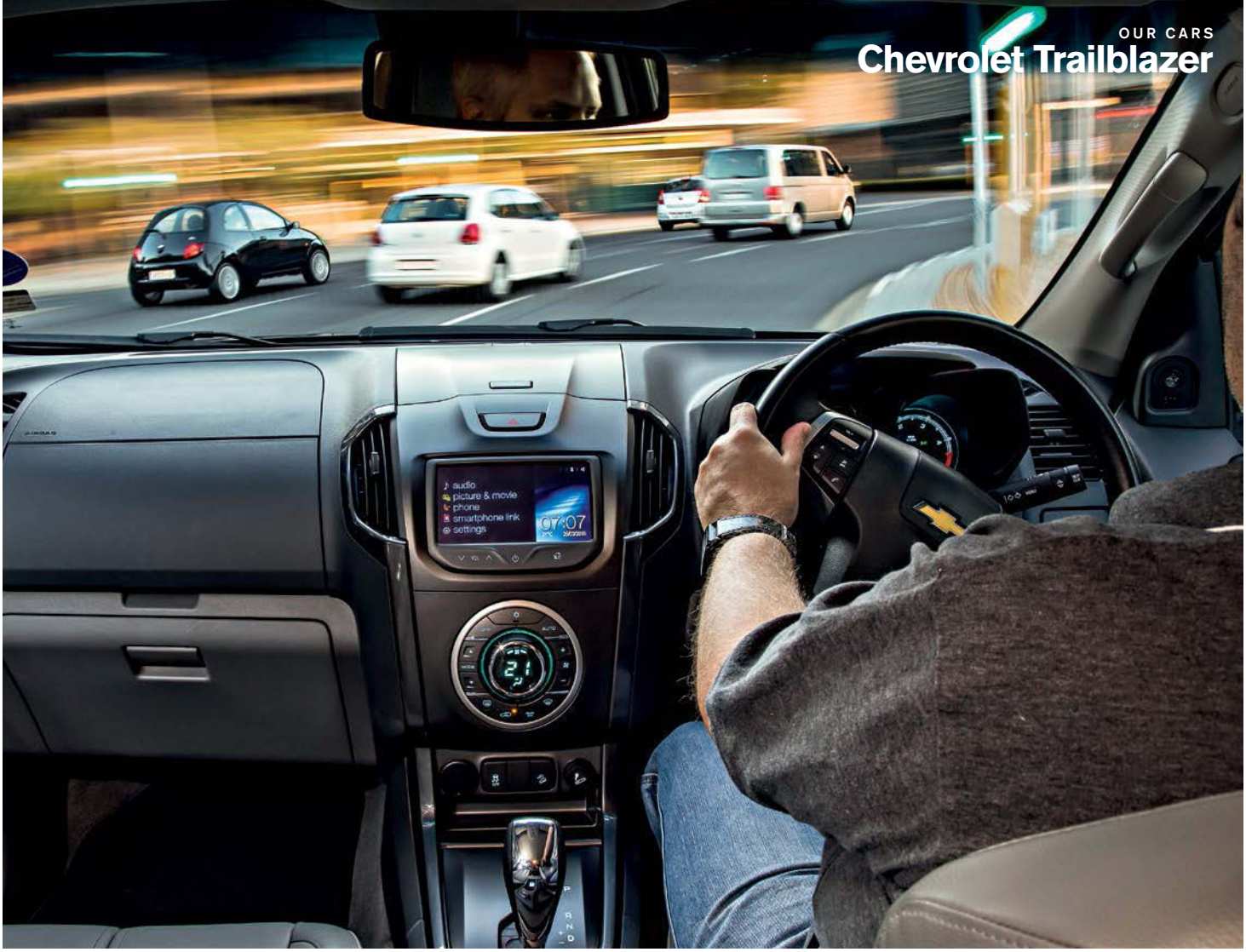
Select one of the five modes on Multi-Terrain Select dial based on the surface conditions and all that's left to do is aim the nose in the direction you want to go. Simple. In the mountains the Rock, Loose Rock and new combination setting for Rocks and Dirt were given a thorough workout and responded reliably and without fail every time. The Multi-Terrain system is a real handy feature. It electronically programs the differentials, traction control, brakes and Kinetic Dynamic Suspension System according to the conditions. The Crawl Control system is a boon, too, and actively regulates the speed in accordance with the chosen setting. The Prado never hesitated nor waivered when ascending or descending the rocky trails.

Blame it on being a control freak but while the do-it-all system is fuss-free I still prefer the manual approach. The Prado's KDSS setting is customisable and can be raised to 'HI' setting on the fly and then locked out for optimal ground clearance. The traction and braking systems can also be overridden by holding down the Traction Control button while the five-speed automatic gearbox can be locked in second gear for navigating sandy trails. Low-range is also engaged by flicking a switch and the Torsen centre differential activated with another button. For trickier surfaces the rear differential can also be locked, allowing progress (and life) to calmly continue. Driving through obstacles without a navigator is challenging but the Prado has a built-in navigator via the Multi-Terrain Monitor, which provides a live video feed to the centre console screen. The most useful aspect of the system when you're flying solo is the view from the side mirrors showing both lengths of vehicle - this is helpful for avoiding tricky obstacles. The front camera would be great for entry into ditches if it wasn't for the nudge bar, which partially blocks the critical part of the approach angle view.

But the main reason I like the Prado is for the way it manages to balance functionality and luxury while still keeping the driver involved in the process.

LOGBOOK
TOYOTA LAND CRUISER PRADO 3.0DT VX
ODO READING START/ NOW | 6889km/19069km
DISTANCE COVERED | 12180km
FUEL CONSUMED | 1370.84ℓ
AV. FUEL CONSUMPTION | 11.2ℓ/100km
SERVICE INTERVAL | Covered by 5yr/90000km ToyotaCare Service Plan
TOTAL FUEL COST | R16317.76
RUNNING COST | R1.33/km

Thanks to De Beau Ladies 4x4 Trails and Training for the adventure. Interested parties can contact events@raw-promo.co.za for more info on these trails



CHEVROLET TRAILBLAZER by Wayne Batty

MONTH 8

UPS | Enough boost to take the gap…
DOWNS | …when it all comes on stream

AS A TEN-YEAR-OLD car-crazy kid back in 1983, I discovered Formula 1 in general and Nelson Piquet in particular. Watching him do just enough at Kyalami's season finale to win the championship made me an instant fan. More significantly, Piquet's Brabham BT52 became the first turbocharged car to win the coveted title. If you're wondering what any of this has to do with a Chevrolet Trailblazer update, the answer is very little beyond the fact that my Chevy also features a forced induction engine.

Quite obviously there are precious few similarities between Piquet's 1.5-litre petrol four-pot estimated to have produced 630kW in qualifying trim and my 144kW 2.8-litre self-igniting four-cylinder, but I couldn't help identifying with Piquet when approaching one of Cape Town's robot-infested traffic circles the other day.

Of the three lanes that enter the circle, I pick the inside lane principally to avoid the infernal indecision and tentativeness that plagues most South African circle-takers, but also because it's legal to exit the circle in that particular lane if you're quick enough to avoid the guy in the outside lane who, illegally, has no intention of leaving the roundabout anytime soon. Just as it would have been for Piquet, timing is everything. Hold, hold, now! You bang on the throttle, turn into the circle and quickly unwind lock just as the whoosh of turbo boost catapults the 'Blazer towards the exit. Get it wrong and you'll understeer right into a statue.

Two things I'm pretty sure of: Piquet's catapult effect was monumentally more impressive, and he had to deal with more lag. I imagine it was a case of pulling the pin mid-corner and waiting for the hand grenade to go off while praying you had the wheels pointed just right. Because diesel-fed motors operate between a narrower rev range and most hit their straps just north of 1 000rpm, they tend to suffer less from turbo lag. The Trailblazer needs 2 000 revs on the tacho before its full 500Nm of torque comes on stream. Accentuating this 'lag' is the six-speed automatic gearbox which takes a moment to figure which gear it thinks you need for the situation – there is no Monte Carlo mode. But time it right and you rocket through charging Rhino-like for the win.

LOGBOOK
CHEVROLET TRAILBLAZER 2.8D LTZ 4X4 AUTO
ODO READING AT START/NOW | 888/13 814km
DISTANCE COVERED | 12 926km
FUEL CONSUMED | 1 345.06l
AV. FUEL CONSUMPTION | 10.41ℓ/100km
SERVICE INTERVAL | 1-year/15 000km
SERVICE COST | Covered by 5-year/90 000km service plan
TOTAL FUEL COST | R16 562.34
RUNNING COST | R1.28/km

THE GOOD, THE BAD & THE UGLY

THE WORLD'S PUNCHIEST BUYING GUIDE

LAST UPDATED ON 19 MARCH 2015

Vehicle pricing and data supplied by

Entries in red are *TopCar*'s actual test figures.
Verdicts are *TopCar*'s own opinions.
L/100: combined cycle fuel consumption in litres per 100km
P/T: Powertrain details – cylinders/capacity in litres plus T–Turbo, S–Supercharged, TD–Turbo Diesel, e–Hybrid Electric
NB! Prices include CO_2 emissions tax where applicable and should be seen as indicative only

GEARBOX KEY:
M – Manual
A – Automatic
S – Automated manual
D – Dual-clutch automated manual
C – Continuously variable
/ followed by the number of ratios

ABARTH

500 / 695

VERDICT | Slightly mad, but entirely loveable

500/695	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
500								
1.4T	279 900	6.5	155	7.9	4/1.4T	99	206	M/5
1.4T auto	295 200	6.5	151	8.1	4/1.4T	103	206	S/5
1.4T esseesse	329 900	6.5	155	7.4	4/1.4T	118	230	M/5
1.4T esseesse auto	345 200	6.5	151	7.6	4/1.4T	118	230	S/5
500C								
1.4T	316 900	6.5	155	8.2	4/1.4T	99	206	M/5
1.4T auto	332 200	6.5	151	8.1	4/1.4T	103	206	S/5
1.4T esseesse	366 900	6.5	155	7.4	4/1.4T	118	230	M/5
1.4T esseesse auto	382 200	6.5	151	7.6	4/1.4T	118	230	S/5
695								
Tributo Ferrari	584 990	6.5	151	6.9	4/1.4T	132	250	S/5

ALFA ROMEO

MITO

VERDICT | Characterful Alfa let down by Punto underpinnings

MiTo	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4TBi Distinctive	295 400	5.6	129	8.4	4/1.4T	100	206	M/5
1.4TBi Quadrifoglio Verde	315 900	6.0	139	7.3	4/1.4T	125	250	D/6

GIULIETTA

VERDICT | Fine Golf alternative, stylish and grippy

GIULIETTA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4TBi Distinctive	344 900	5.8	134	7.8	4/1.4T	125	250	M/6
1.4TBi Exclusive auto	377 400	5.2	121	7.7	4/1.4T	125	250	D/6
1750TBi Quadrifoglio Verde	419 900	7.0	162	6.0	4/1.7T	177	340	D/6

4C

VERDICT | Alfa's lightweight is a heavyweight Cayman rival

4C	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé	1 050 000	6.8	157	4.5	4/1.7T	177	350	D/6

ASTON MARTIN

VANTAGE

VERDICT | Subtle tweaks make for the best Vantage yet

VANTAGE	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
coupé								
V8 Vantage	1 695 000	13.8	321	4.9	V8/4.7	313	470	M/6
V8 Vantage auto	1 795 000	12.9	299	5.3	V8/4.7	313	470	S/7
V8 Vantage N430	1 780 000	13.8	321	4.8	V8/4.7	321	490	M/6
V8 Vantage N430 auto	1 880 000	12.9	299	4.8	V8/4.7	321	490	S/7
V8 Vantage S	1 895 000	13.8	321	4.5	V8/4.7	321	490	M/6
V8 Vantage S auto	1 995 000	12.8	296	4.5	V8/4.7	321	490	S/7
V12 Vantage S	2 900 000	14.7	343	3.9	V12/5.9	421	620	S/7
roadster								
V8 Vantage	1 895 000	13.8	321	5.1	V8/4.7	313	470	M/6
V8 Vantage auto	1 995 000	12.9	299	5.1	V8/4.7	313	470	S/7
V8 Vantage N430	1 980 000	13.8	321	5.0	V8/4.7	321	490	M/6
V8 Vantage N430 auto	2 080 000	12.9	299	5.0	V8/4.7	321	490	S/7
V8 Vantage S	2 095 000	13.8	321	4.5	V8/4.7	321	490	M/6
V8 Vantage S auto	2 195 000	12.8	296	4.5	V8/4.7	321	490	S/7
V12 Vantage S	3 050 000	14.7	343	4.0	V12/5.9	421	620	S/7

DB9

VERDICT | Even prettier now thanks to adopted Virage bits

DB9	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé	2 850 000	14.3	333	4.6	V12/5.9	380	620	A/6
coupé Carbon Edition	2 995 000	14.3	333	4.6	V12/5.9	380	620	A/6
Volante	2 995 000	14.3	333	4.6	V12/5.9	380	620	A/6
Volante Carbon Edition	3 195 000	14.3	333	4.6	V12/5.9	380	620	A/6

RAPIDE S

VERDICT | Tight in the back, but you'll be driving anyway

RAPIDE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Rapide S	POA	14.3	332	4.9	V12/5.9	410	620	A/6

VANQUISH

VERDICT | Aston presses Ctrl Alt F12. Proper Ferrari rival

VANQUISH	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé	4 195 000	12.8	298	3.8	V12/5.9	424	630	A/8
coupé Carbon Edition	4 295 000	12.8	298	3.8	V12/5.9	424	630	A/8
Volante	4 395 000	12.8	298	4.0	V12/5.9	424	630	A/8
Volante Carbon Edition	4 495 000	12.8	298	4.0	V12/5.9	424	630	A/8

AUDI

A1 / S1

VERDICT | Top marks for Audi's premium baby

A1 / S1	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3-door								
1.2T S	253 000	5.1	118	11.7	4/1.2T	63	160	M/5
1.4T S	271 000	5.3	124	8.9	4/1.4T	90	200	M/6
1.4T S auto	288 500	5.2	119	8.9	4/1.4T	90	200	D/7
1.4T SE	291 000	5.3	124	8.98	4/1.4T	90	200	M/6
1.4T SE auto	308 500	5.2	119	8.9	4/1.4T	90	200	D/7
1.6TDI SE	284 000	3.9	102	10.5	4/1.6TD	77	250	M/5
1.4T S-line	359 000	5.9	139	6.9	4/1.4ST	136	250	D/7
S1 quattro	452 500	7.0	162	5.8	4/2.0T	170	370	M/6
Sportback								
1.2T S	260 500	5.1	118	11.9	4/1.2T	63	160	M/5
1.4T S	278 500	5.4	126	9.0	4/1.4T	90	200	M/6
1.4T S auto	296 000	5.3	122	9.0	4/1.4T	90	200	D/7
1.4T SE	298 500	5.4	126	9.0	4/1.4T	90	200	M/6
1.4T SE auto	316 000	5.3	122	9.0	4/1.4T	90	200	D/7
1.6TDI SE	291 500	3.8	99	10.7	4/1.6TD	77	250	M/5
1.4T S-line	366 500	5.9	139	7.0	4/1.4ST	136	250	D/7
S1 quattro	460 000	7.1	166	5.9	4/2.0T	170	370	M/6

A3 / S3

VERDICT | Quality cabin, excellent powertrains, added agility

A3 / S3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3-door								
1.2T S	326 000	4.9	114	10.3	4/1.2T	77	175	M/6
1.4T S	334 000	5.2	120	9.3	4/1.4T	90	200	M/6
1.4T S auto	351 000	4.9	114	9.2	4/1.4T	90	200	D/7
1.6TDI S	368 500	3.9	102	10.7	4/1.6TD	77	250	D/7
1.8T SE	371 500	5.8	135	7.1	4/1.8T	132	250	M/6
1.8T SE auto	388 500	5.6	130	7.2	4/1.8T	132	250	D/7
1.8T quattro	427 500	6.6	152	7.94	4/1.8T	132	280	D/6
S3 quattro	524 000	7.0	162	4.9	4/2.0T	206	380	M/6
S3 quattro auto	541 000	6.9	159	5.2	4/2.0T	206	380	D/6
Sportback								
1.2T S	333 500	4.9	114	10.5	4/1.2T	77	175	M/6
1.4T S	341 500	5.3	123	9.5	4/1.4T	90	200	M/6
1.4T S auto	358 500	5.0	116	9.3	4/1.4T	90	200	D/7
1.6TDI S	376 000	3.9	102	10.9	4/1.6TD	77	250	D/7
1.8T SE	379 000	5.8	135	7.2	4/1.8T	132	250	M/6
1.8T SE auto	396 000	5.6	130	7.3	4/1.8T	132	250	D/7
2.0TDI SE	413 000	4.5	119	8.4	4/2.0TD	110	320	D/6
1.8T quattro	435 000	6.6	152	6.8	4/1.8T	132	280	D/6
S3 quattro	548 500	6.9	160	5.1	4/2.0T	206	380	D/6
sedan								
1.4T SE	369 500	5.3	122	9.4	4/1.4T	92	200	M/6
1.4T SE auto	386 500	5.0	116	9.3	4/1.4T	90	200	D/7
1.8T SE	389 000	5.8	135	7.2	4/1.8T	132	250	M/6
1.8T SE auto	406 000	5.6	129	7.3	4/1.8T	132	250	D/7
2.0TDI SE	423 000	4.5	118	8.4	4/2.0TD	110	320	D/6
1.8T quattro	445 000	6.5	149	6.8	4/1.8T	132	280	D/6
S3 quattro	558 500	6.9	159	5.0	4/2.0T	206	380	D/6
cabriolet								
1.4T S	444 000	5.3	124	10.2	4/1.4T	92	200	M/6
1.4T S auto	461 000	5.1	120	10.2	4/1.4T	92	200	D/7
1.8T SE	474 000	6.0	140	7.7	4/1.8T	132	250	M/6
1.8T SE auto	491 000	5.8	133	7.8	4/1.8T	132	250	D/7
S3 quattro	641 500	7.1	165	5.4	4/2.0T	206	380	D/6

Q3 / RS Q3

VERDICT | Great entry into Audi Q-car family

Q3 / RS Q3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0TDI SE	432 500	5.2	137	9.9	4/2.0TD	103	320	M/6
2.0T quattro	472 500	7.3	174	8.2	4/2.0T	125	280	M/6
2.0T quattro auto	489 500	7.7	179	7.8	4/2.0T	125	280	D/7
2.0TDI quattro	503 500	5.9	156	8.2	4/2.0TD	130	380	D/7
2.0T 155kW quattro	544 500	7.7	179	7.79	4/2.0T	155	300	D/7
RS Q3 quattro	752 000	8.8	206	5.2	5/2.5T	228	420	D/7

A4 / S4 / RS4

VERDICT | Smarter A4 now a better steer. Punchy S4 superb

A4 / S4 / RS4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
1.8T 88kW S	371 500	6.5	151	10.5	4/1.8T	88	230	M/6
1.8T S	398 000	5.7	134	8.1	4/1.8T	125	320	M/6
1.8T S auto	415 000	5.8	134	8.3	4/1.8T	125	320	C/V
1.8T SE	413 000	5.7	134	8.1	4/1.8T	125	320	M/6
1.8T SE auto	430 000	5.8	134	8.3	4/1.8T	125	320	C/V
2.0TDIe S	404 500	4.5	119	9.2	4/2.0TD	105	320	M/6
2.0TDI S	423 500	4.8	127	7.9	4/2.0TD	130	380	C/V
2.0TDI SE	421 500	4.6	120	8.2	4/2.0TD	130	380	M/6
2.0TDI SE auto	438 500	4.8	127	7.9	4/2.0TD	130	380	C/V
2.0T SE	473 000	5.9	138	6.8	4/2.0T	165	350	C/V
2.0T quattro	553 000	6.6	152	6.4	4/2.0T	165	350	D/7
3.0TDI quattro	603 500	5.7	149	5.9	V6/3.0TD	180	500	D/7
3.0T quattro	605 000	8.1	190	5.4	V6/3.0S	200	400	D/7

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S4 quattro	744 500	7.7	178	5.4	V6/3.0S	245	440	D/7
allroad quattro								
2.0T	525 000	7.0	164	6.9	4/2.0T	165	350	D/7
2.0TDI	530 500	6.0	156	7.98	4/2.0TD	130	380	D/7
Avant								
S4 Avant quattro	761 500	7.8	180	5.1	V6/3.0S	245	440	D/7
RS4 Avant quattro	1 039 000	10.7	249	4.83	V8/4.2	331	430	D/7

Q5 / SQ5

VERDICT | Audi's best Q-car, and a happy home for quattro

Q5 / SQ5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0T S quattro	559 000	7.5	174	8.5	4/2.0T	132	320	M/6
2.0TDI S quattro	565 000	5.9	154	9.0	4/2.0TD	130	380	M/6
2.0TDI S quattro auto	582 000	6.0	159	9.0	4/2.0TD	130	380	D/7
2.0T SE quattro	636 000	7.9	184	7.1	4/2.0T	165	350	A/8
3.0T SE quattro	722 500	8.5	199	5.9	V6/3.0S	200	400	A/8
3.0TDI SE quattro	742 000	6.4	169	6.5	V6/3.0TD	180	580	D/7
SQ5 TDI quattro	867 000	6.8	179	5.55	V6/3.0TD	230	650	A/8

TT

VERDICT | Sharper looks, tech and drive for 3rd-gen TT

TT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
2.0T	558 000	6.3	148	6.0	4/2.0T	169	370	D/6
2.0T quattro	642 000	6.4	151	5.82	4/2.0T	169	370	D/6

A5 / S5 / RS5

VERDICT | Audi's master plan takes shape

A5 / S5 / RS5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Sportback								
2.0TDI SE	518 000	4.8	127	7.9	4/2.0TD	130	380	C/V
2.0T SE	544 500	6.2	144	7.2	4/2.0T	165	350	C/V
2.0T quattro	568 500	7.0	159	6.6	4/2.0T	165	350	D/7
3.0TDI quattro	672 500	5.8	152	6.2	V6/3.0TD	180	500	D/7
3.0T quattro	675 000	7.7	178	6.0	V6/3.0S	200	400	D/7
S5 quattro	791 500	7.7	179	5.1	V6/3.0S	245	440	D/7
coupé								
2.0TDI SE	521 000	4.7	123	7.8	4/2.0TD	130	380	C/V
2.0T SE	548 000	6.0	140	6.9	4/2.0T	165	350	C/V
2.0T quattro	571 500	7.0	159	6.6	4/2.0T	165	350	D/7
3.0TDI quattro	674 000	5.8	152	6.2	V6/3.0TD	180	500	D/7
3.0T quattro	676 000	7.5	174	5.8	V6/3.0S	200	400	D/7
S5 quattro	791 000	7.7	178	4.9	V6/3.0S	245	440	D/7
RS5 quattro	1 029 500	10.5	246	4.48	V8/4.2	331	430	D/7
cabriolet								
2.0TDI SE	594 000	5.0	132	8.3	4/2.0TD	130	380	C/V
2.0T SE	620 500	6.4	149	7.6	4/2.0T	165	350	C/V
2.0T quattro	645 000	7.2	164	7.3	4/2.0T	165	350	D/7
3.0TDI quattro	749 500	5.8	152	6.3	V6/3.0TD	180	500	D/7
3.0T quattro	751 500	7.8	181	6.3	V6/3.0S	200	400	D/7
S5 quattro	868 500	7.9	184	5.4	V6/3.0S	245	440	D/7
RS5 quattro	1 110 000	10.7	249	4.9	V8/4.2	331	430	D/7

A6 / S6

VERDICT | Bland, but big, powerful and beautifully engineered

A6 / S6	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0T SE	581 000	6.4	149	8.3	4/2.0T	132	320	C/V
2.0TDI SE	601 000	5.0	132	8.7	4/2.0TD	130	380	C/V
3.0TDI SE	654 000	5.2	137	7.2	V6/3.0TD	150	400	C/V
3.0TDI quattro	811 000	6.0	158	6.1	V6/3.0TD	180	500	D/7
3.0T quattro	823 000	8.2	190	5.5	V6/3.0S	220	440	D/7
S6 quattro	1 006 500	9.6	225	4.6	V8/4.0T	309	550	D/7

A7 / S7 / RS7 SPORTBACK

VERDICT | Competent and pretty cruiser, but is that enough?

A7 / S7 / RS7 SPORTBACK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.0TDI SE	783 000	5.3	139	7.4	V6/3.0TD	150	400	C/V
3.0TDI quattro	885 000	6.0	158	6.3	V6/3.0TD	180	500	D/7
3.0T quattro	897 500	8.2	190	5.6	V6/3.0S	228	440	D/7
3.0TDI BiT quattro	972 000	6.3	166	5.3	V6/3.0TD	230	650	A/8
S7 quattro	1 108 500	9.6	225	4.7	V8/4.0T	309	550	D/7
RS7 Sportback quattro	1 564 500	9.8	229	3.9	V8/4.0T	412	700	A/8

Q7

VERDICT | Vorsprung durch overkill

Q7	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.0TDI quattro	855 500	7.4	195	7.8	V6/3.0TD	180	550	A/8
3.0T quattro	900 000	10.7	249	6.9	V6/3.0S	245	440	A/8
4.2TDI quattro	1 055 000	9.9	242	6.54	V8/4.1TD	250	760	A/6

A8 / S8 / A8 L

VERDICT | Packed with tech, but still needs board approval

A8 / S8 / A8 L	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
A8 / S8								
3.0TDI quattro	1 182 000	5.9	155	5.9	V6/3.0TD	190	580	A/8
4.2TDI quattro	1 514 000	7.4	194	4.7	V8/4.1TD	283	850	A/8
S8 quattro	1 544 500	9.6	225	4.25	V8/4.0T	382	650	A/8
A8 L								
3.0TDI quattro	1 349 500	6.0	158	6.1	V6/3.0TD	190	580	A/8
4.2TDI quattro	1 684 000	7.5	197	4.9	V8/4.1TD	283	850	A/8
6.3 W12 quattro	2 048 500	11.3	264	4.6	W12/6.3	368	625	A/8

R8

VERDICT | Proper supercar dynamics and styling, Audi build

R8	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
4.2 quattro	1 655 000	12.4	289	4.3	V8/4.2	316	430	D/7
5.2 V10 quattro	2 206 000	13.1	305	3.6	V10/5.2	386	530	D/7
5.2 V10 plus quattro	2 510 500	12.9	299	3.57	V10/5.2	404	540	D/7
Spyder								
4.2 quattro	1 824 500	12.6	294	4.63	V8/4.2	316	430	D/7
5.2 V10 quattro	2 375 000	13.3	310	3.8	V10/5.2	386	530	D/7

BENTLEY

CONTINENTAL GT

VERDICT | Slightly smarter heavyweight GT

CONTINENTAL GT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
GT V8	3 495 000	10.5	246	4.8	V8/4.0T	373	660	A/8
GT V8 S	3 920 000	10.5	246	4.5	V8/4.0T	389	680	A/8
GT W12	4 040 000	14.5	338	4.5	W12/6.0T	423	700	A/8
GT Speed W12	4 695 000	14.5	338	4.2	W12/6.0T	460	800	A/8
convertible								
GT V8	3 795 000	10.9	254	5.0	V8/4.0T	373	660	A/8
GT V8 S	4 245 000	10.9	254	4.7	V8/4.0T	389	680	A/8
GT W12	4 345 000	14.9	347	4.7	W12/6.0T	423	700	A/8
GT Speed W12	4 995 000	14.9	347	4.4	W12/6.0T	460	800	A/8

FLYING SPUR

VERDICT | Punchier, faster and prettier new four-door Conti

FLYING SPUR	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
V8	3 795 000	10.9	254	5.2	V8/4.0T	373	660	A/8
W12	4 445 000	14.7	343	4.6	W12/6.0T	460	800	A/8

MULSANNE

VERDICT | First really new Bentley in decades. They nailed it

MULSANNE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Mulsanne	6 825 000	14.6	342	5.3	V8/6.8T	377	1020	A/8
Speed	7 500 000	14.6	342	4.9	V8/6.8T	395	1100	A/8

BMW

1 SERIES

VERDICT | Joy is in the eye of the steering wheel holder

1 SERIES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3-door								
118i	342 923	5.6	129	8.5	4/1.6T	100	220	M/6
118i auto	361 333	5.7	133	8.7	4/1.6T	100	220	A/8
120i	364 642	5.8	136	7.2	4/1.6T	130	250	M/6
120i auto	382 334	5.7	133	7.4	4/1.6T	130	250	A/8
125i	437 488	6.6	154	6.4	4/2.0T	160	310	M/6
125i auto	456 973	6.3	148	6.79	4/2.0T	160	310	A/8
M135i	540 477	8.0	188	5.1	6/3.0T	240	450	M/6
M135i auto	559 243	7.5	175	4.9	6/3.0T	240	450	A/8
5-door								
118i	351 923	5.6	129	8.5	4/1.6T	100	220	M/6
118i auto	370 334	5.7	133	8.7	4/1.6T	100	220	A/8
120i	374 142	5.8	136	7.2	4/1.6T	130	250	M/6
120i auto	391 834	5.7	133	7.4	4/1.6T	130	250	A/8
120d	410 500	4.1	108	7.1	4/2.0TD	140	380	M/6
120d auto	428 500	3.9	103	7.0	4/2.0TD	140	380	A/8
125i	446 488	6.6	154	6.4	4/2.0T	160	310	M/6
125i auto	465 973	6.3	148	6.2	4/2.0T	160	310	A/8
M135i	549 977	8.0	188	5.1	6/3.0T	240	450	M/6
M135i auto	568 743	7.5	175	4.9	6/3.0T	240	450	A/8

X1

VERDICT | 3 Series wagon lures the X-ophiles

X1	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sDrive18i	402 656	7.7	180	9.7	4/2.0	110	200	M/6
sDrive18i auto	419 769	7.9	185	10.4	4/2.0	110	200	A/6
sDrive20i	427 309	6.9	162	7.4	4/2.0T	135	270	M/6
sDrive20i auto	444 796	6.7	157	7.7	4/2.0T	135	270	A/8
sDrive20d	441 923	4.9	129	7.8	4/2.0TD	135	380	M/6
sDrive20d auto	460 539	5.0	135	7.9	4/2.0TD	135	380	A/8
xDrive20i	482 746	7.5	176	7.8	4/2.0T	135	270	M/6
xDrive20i auto	499 822	7.1	167	7.9	4/2.0T	135	270	A/8
xDrive20d	497 565	5.5	145	8.1	4/2.0TD	135	380	M/6
xDrive20d auto	515 360	5.4	143	8.1	4/2.0TD	135	380	A/8
xDrive28i	554 925	7.2	168	6.82	4/2.0T	180	350	A/8

2 SERIES ACTIVE TOURER

VERDICT | Niche-filling front-wheel drive 'B-Class'

2 SERIES ACTIVE TOURER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
218i	378 000	5.1	118	9.2	3/1.5T	100	220	M/6
218i auto	396 205	5.2	122	10.11	3/1.5T	100	220	A/6
220i	403 052	6.0	140	7.5	4/2.0T	141	280	M/6
220i auto	420 334	5.7	133	7.4	4/2.0T	141	280	A/8
220d	428 500	4.5	117	7.6	4/2.0TD	140	400	M/6
220d auto	446 500	4.3	114	7.5	4/2.0TD	140	400	A/8
225i auto	448 847	5.9	138	6.6	4/2.0T	170	350	A/8

2 SERIES

VERDICT | Slinkier, sportier, and less squint 1 Series

2 SERIES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
220i	413 257	6.1	142	7.0	4/2.0T	135	270	M/6
220i auto	430 436	5.7	134	7.0	4/2.0T	135	270	A/8
220d	443 500	4.5	119	7.2	4/2.0TD	135	380	M/6
220d auto	461 500	4.2	111	7.1	4/2.0TD	135	380	A/8
228i	452 988	6.6	154	5.8	4/2.0T	180	350	M/6
228i auto	470 373	6.3	148	5.7	4/2.0T	180	350	A/8
M235i	567 079	8.1	189	5.44	6/3.0T	240	450	M/6
M235i auto	585 846	7.6	176	4.8	6/3.0T	240	450	A/8
convertible								
220i	489 783	6.5	152	7.5	4/2.0T	135	270	M/6
220i auto	506 962	6.2	144	7.6	4/2.0T	135	270	A/8
228i	529 001	6.8	159	6.1	4/2.0T	180	350	M/6
228i auto	546 488	6.6	154	6.0	4/2.0T	180	350	A/8
M235i	651 605	8.5	199	5.2	6/3.0T	240	450	M/6
M235i auto	670 166	7.9	184	5.0	6/3.0T	240	450	A/8

3 SERIES / M3

VERDICT | A little less involving, a lot more refined

3 SERIES / M3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
316i	396 436	5.8	134	8.9	4/1.6T	100	220	M/6
316i auto	414 436	5.8	134	9.2	4/1.6T	100	220	A/8
320i	435 462	6.1	144	7.3	4/2.0T	135	270	M/6

A1

A3

A4

320i auto	452 847	5.9	138	7.95	4/2.0T	135	270	A/8
320d	465 500	4.5	119	7.5	4/2.0TD	135	380	M/6
320d auto	483 500	4.4	117	7.6	4/2.0TD	135	380	A/8
328i	507 975	6.4	149	5.9	4/2.0T	180	350	M/6
328i auto	525 770	6.3	147	6.1	4/2.0T	180	350	A/8
330d	592 423	4.9	129	5.6	6/3.0TD	190	560	A/8
335i	654 527	7.2	169	5.57	6/3.0T	225	400	A/8
ActiveHybrid 3	723 949	5.9	139	5.55	6/3.0TH	250	450e	A/8
M3	1 016 118	8.8	204	4.3	6/3.0T	317	550	M/6
M3 auto	1 063 592	8.3	194	4.1	6/3.0T	317	550	D/7

3 SERIES GRAN TURISMO

VERDICT | A 3 Series tailored for rear seat passengers

3 SERIES GRAN TURISMO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
320i GT	478 386	6.6	153	7.9	4/2.0T	135	270	M/6
320i GT auto	495 565	6.2	145	7.9	4/2.0T	135	270	A/8
320d GT	509 423	4.9	129	8.0	4/2.0TD	135	380	M/6
320d GT auto	527 423	4.9	129	7.9	4/2.0TD	135	380	A/8
328i GT	550 194	6.7	156	6.1	4/2.0T	180	350	M/6
328i GT auto	567 475	6.4	149	6.1	4/2.0T	180	350	A/8
335i GT	693 951	7.7	178	5.8	6/3.0T	225	400	A/8

i3

VERDICT | The premium-electric age starts here

i3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
eDrive	525 000	0.0	0	7.2	elec	125	250	A/E
eDrive REx	595 000	0.6	13	7.9	e+2/0.65	125	250	A/E

X3

VERDICT | Finally, Three is more than half of Five

X3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
xDrive20i	548 938	7.4	173	8.4	4/2.0T	135	270	M/6
xDrive20i auto	565 707	6.9	161	8.2	4/2.0T	135	270	A/8
xDrive20d	578 629	5.0	131	8.1	4/2.0TD	140	400	A/8
xDrive28i	648 809	7.0	162	6.5	4/2.0T	180	400	A/8
xDrive30d	733 975	5.7	149	5.9	6/3.0TD	190	560	A/8
xDrive35i	758 990	8.3	193	5.6	6/3.0T	225	400	A/8

4 SERIES / M4

VERDICT | Two-door 3 now called 4. Turbo M4 rather special

4 SERIES / M4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Gran Coupé								
420i	508 475	6.4	149	7.5	4/2.0T	135	270	M/6
420i auto	525 757	6.1	142	7.6	4/2.0T	135	270	A/8
420d	539 910	4.7	124	7.7	4/2.0TD	135	270	M/6
420d auto	557 603	4.6	121	7.5	4/2.0TD	135	270	A/8
428i	587 488	6.6	154	6.1	4/2.0T	180	350	M/6
428i auto	604 770	6.3	147	6.0	4/2.0T	180	350	A/8
435i	754 540	7.5	174	5.2	6/3.0T	225	400	A/8
coupé								
420i	507 962	6.1	144	7.3	4/2.0T	135	270	M/6
420i auto	525 449	6.0	139	7.3	4/2.0T	135	270	A/8
420d	539 410	4.7	124	7.5	4/2.0TD	135	270	M/8
420d auto	557 103	4.6	121	7.3	4/2.0TD	135	270	A/8
428i	586 988	6.6	154	5.9	4/2.0T	180	350	M/6
428i auto	604 270	6.3	147	5.8	4/2.0T	180	350	A/8
435i	754 027	7.2	169	5.62	6/3.0T	225	400	A/8
M4	1 068 118	8.8	204	4.3	6/3.0T	317	550	M/6
M4 auto	1 115 592	8.3	194	4.65	6/3.0T	317	550	D/7
convertible								
420i	599 001	6.8	159	8.2	4/2.0T	135	270	M/6
420i auto	616 488	6.6	154	8.3	4/2.0T	135	270	A/8
428i	696 501	6.8	159	6.4	4/2.0T	180	350	M/6
428i auto	713 988	6.6	154	6.4	4/2.0T	180	350	A/8
435i	857 746	7.5	176	5.5	6/3.0T	225	400	A/8
M4	1 213 042	9.1	213	4.6	6/3.0T	317	550	M/6
M4 auto	1 260 516	8.7	203	4.4	6/3.0T	317	550	D/7

X4

VERDICT | X3 slips into something a little sportier

X4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
xDrive20i	661 707	6.9	161	8.1	4/2.0T	135	270	A/8
xDrive20d	664 629	5.0	131	8.0	4/2.0TD	140	400	A/8
xDrive28i	725 809	7.0	162	6.4	4/2.0T	180	350	A/8
xDrive30d	811 475	5.7	149	5.8	6/3.0TD	190	560	A/8
xDrive35i	820 990	8.3	193	5.5	6/3.0T	225	400	A/8

Z4

VERDICT | Z4 with broad(er) appeal

Z4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sDrive20i	586 501	6.8	159	6.9	4/2.0T	135	270	M/6
sDrive20i auto	606 201	6.8	159	7.2	4/2.0T	135	270	A/8
sDrive28i	670 001	6.8	159	5.7	4/2.0T	180	350	M/6
sDrive28i auto	689 701	6.8	159	5.7	4/2.0T	180	350	A/8
sDrive35i	836 657	9.4	219	5.2	6/3.0T	225	400	M/6
sDrive35i auto	865 637	9.1	211	5.1	6/3.0T	225	400	D/7
sDrive35is	923 337	9.1	211	4.8	6/3.0T	250	500	D/7

5 SERIES / M5

VERDICT | Too smooth for some, but easily the best Five ever

5 SERIES / M5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
520i	601 449	6.4	139	8.0	4/2.0T	135	270	A/8
520d	634 000	4.1	109	7.9	4/2.0TD	140	400	A/8
528i	723 257	6.5	142	6.3	4/2.0T	180	350	A/8
530d	817 936	5.3	134	6.0	6/3.0TD	190	560	A/8
535i	833 527	7.6	169	5.9	6/3.0T	225	400	A/8
ActiveHybrid 5	894 475	6.4	149	5.9	6/3.0Te	250e	450e	A/8
535d	943 847	5.4	138	5.5	6/3.0TD	230	630	A/8
550i	1 075 605	8.6	199	4.6	V8/4.4T	330	650	A/8
M5	1 403 991	9.9	232	4.3	V8/4.4T	412	680	D/7

5 SERIES GRAN TURISMO

VERDICT | Not quite the answer to the anti-SUV brigade

5 SERIES GRAN TURISMO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
520d GT	705 962	5.5	144	8.9	4/2.0TD	135	380	A/8
530d GT	861 386	5.8	153	6.2	6/3.0TD	190	560	A/8
535i GT	877 887	8.2	192	6.1	6/3.0T	225	400	A/8
550i GT	1 115 644	9.2	214	5.0	V8/4.4T	330	650	A/8

X5

VERDICT | A masterclass in subtle evolution

X5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
xDrive35i	877 400	8.5	197	6.5	6/3.0T	225	400	A/8
xDrive30d	890 194	5.9	156	6.8	6/3.0TD	190	560	A/8
xDrive40d	1 005 296	6.0	157	5.9	6/3.0TD	230	630	A/8
xDrive50i	1 113 670	9.6	224	5.83	V8/4.4T	330	650	A/8
M50d	1 168 938	6.6	173	5.3	6/3.0TD	280	740	A/8
X5 M	1 657 159	11.1	258	4.2	V8/4.4T	423	750	A/8

X6

VERDICT | Like the excellent X5, but in a skin-tight tracksuit

X6	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
xDrive35i	955 503	8.5	198	6.4	6/3.0T	225	400	A/8
xDrive40d	1 056 912	6.2	163	5.8	6/3.0TD	230	630	A/8
xDrive50i	1 173 773	9.7	225	4.8	V8/4.4T	330	650	A/8
M50d	1 332 540	6.6	174	5.2	6/3.0TD	280	740	A/8
X6 M	1 690 659	11.1	258	4.2	V8/4.4T	423	750	A/8

6 SERIES / M6

VERDICT | The very essence of Teutonic grand touring

6 SERIES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
640i	1 080 335	7.4	172	5.3	6/3.0T	235	450	A/8
640d	1 120 360	5.4	143	5.3	6/3.0TD	230	630	A/8
650i	1 438 105	8.6	199	4.6	V8/4.4T	330	650	A/8
M6	1 690 389	9.9	231	4.2	V8/4.4T	412	680	D/7
Gran Coupé								
640i	1 127 540	7.5	174	5.4	6/3.0T	235	450	A/8
640d	1 167 668	5.5	146	5.93	6/3.0TD	230	630	A/8
650i	1 479 605	8.6	199	5.42	V8/4.4T	330	650	A/8
M6	1 761 389	9.9	231	4.2	V8/4.4T	412	680	D/7
convertible								
640i	1 169 246	7.6	176	5.5	6/3.0T	235	450	A/8
650i	1 515 029	8.9	208	4.6	V8/4.4T	330	650	A/8
M6	1 803 209	10.3	239	4.47	V8/4.4T	412	680	D/7

7 SERIES

VERDICT | Flagship boasts tech, muscle and a boxer's nose

7 SERIES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
7 Series								
740i	1 182 066	7.9	184	5.7	6/3.0T	235	450	A/8
730d	1 204 873	5.6	148	6.1	6/3.0TD	190	560	A/8
ActiveHybrid 7	1 261 399	6.8	158	5.7	6/3.0Te	260e	500e	A/8
750i	1 507 605	8.6	199	5.28	V8/4.4T	330	650	A/8
7 Series Li								
750Li	1 640 605	8.6	199	4.8	V8/4.4T	330	650	A/8
760Li	2 059 276	12.9	303	4.6	V12/6.0T	400	750	A/8

i8

VERDICT | Three-cylinder hybrid sports car is a revelation

i8	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
eDrive coupé	1 755 000	2.1	49	4.4	3/1.5+e	266	570e	A/6

CHANGAN

STAR

VERDICT | Tempting price, credible design, but untried

STAR	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0	77 990	n/a	184	n/a	4/1	39	78	M/5
1.3	93 990	n/a	189	n/a	4/1.3	60	102	M/5
1.3 King cab	97 990	n/a	189	n/a	4/1.3	60	102	M/5

CHERY

QQ3

VERDICT | Chev Spark clone on the cheap

QQ3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
0.8 TE	88 900	6.8	156	20.0	3/0.8	38	70	M/5
0.8 TX	99 900	6.8	156	20.0	3/0.8	38	70	M/5
1.1 TXE	109 900	5.7	133	18.5	4/1.1	50	90	M/5

J1

VERDICT | Not styled by Xerox. Good. No brand equity. Bad

J1	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 TE	129 900	7.0	160	16.0	4/1.3	61	114	M/5

J2

VERDICT | Still no match for small hatch establishment

J2	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 TX	139 900	7.4	176	15.1	4/1.5	72	140	M/5

J3

VERDICT | Solid, inoffensive effort but still not convincing

J3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 TXE	209 900	8.3	194	n/a	4/1.6	93	160	M/5

TIGGO

VERDICT | Nosejob for Christopher Robin's soft-roader clone

TIGGO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 TXE	229 900	8.6	201	n/a	4/1.6	93	160	M/5

P10

VERDICT | Good attempt at a 15 seater. Lacks character

P10	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0TCI	289 900	11.0	263	n/a	4/2.0T	125	235	M/5

A5 A6 A7

CHEVROLET

SPARK LITE

VERDICT | Cheap. Outdated

SPARK LITE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0 LS	101 200	5.8	135	15.4	4/1.0	49	87	M/5

SPARK

VERDICT | Likeable new Chev 'too young' for some

SPARK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 Campus	119 500	5.4	129	13.3	4/1.2	60	108	M/5
1.2 L	129 500	5.4	129	13.3	4/1.2	60	108	M/5
1.2 LS	138 800	5.4	129	13.3	4/1.2	60	108	M/5
1.2 LS Black&White Edition	143 200	5.4	129	13.3	4/1.2	60	108	M/5
1.2 LT	151 300	5.4	129	13.3	4/1.2	60	108	M/5

UTILITY

VERDICT | Still the benchmark despite polarising looks

UTILITY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4	138 900	7.2	171	12.8	4/1.4	68	120	M/5
1.4 UteForce Edition	160 900	7.2	171	12.8	4/1.4	68	120	M/5
1.4 Club	167 400	7.2	171	12.8	4/1.4	68	120	M/5
1.4 Sport	193 700	7.2	171	12.8	4/1.4	68	120	M/5
1.8	157 600	8.1	193	9.8	4/1.8	77	161	M/5
1.8 Club	173 300	8.1	193	9.8	4/1.8	77	161	M/5
1.8 Sport	201 600	8.1	193	9.8	4/1.8	77	161	M/5
1.3D Club	213 300	5.5	145	n/a	4/1.3TD	55	170	M/5

AVEO

VERDICT | Ageing fast. Stretch for a Sonic instead

AVEO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch 1.6 L	141 900	7.3	173	11.5	4/1.6	77	145	M/5
sedan 1.6 L	146 500	7.3	173	11.6	4/1.6	77	145	M/5
sedan 1.6 LS	158 600	7.3	173	11.6	4/1.6	77	145	M/5
sedan 1.6 LS auto	172 100	7.7	184	12.1	4/1.6	77	145	A/4

SONIC

VERDICT | Sporty styling, competitive engines. Strong rivals

SONIC	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.4 LS	196 700	5.8	139	12.7	4/1.4	74	130	M/5
1.6 LS	203 800	6.5	155	11.3	4/1.6	85	155	M/5
1.6 LS Black&White	205 700	6.5	155	11.3	4/1.6	85	155	M/5
1.4T RS	233 400	6.6	155	9.29	4/1.4T	103	200	M/6
sedan								
1.4 LS	201 600	5.7	137	12.2	4/1.4	74	130	M/5
1.6 LS	208 700	6.4	152	11.3	4/1.6	85	155	M/5
1.6 LS auto	219 600	6.9	164	11.7	4/1.6	85	155	A/6

CRUZE

VERDICT | Does what it says on the bootlid

CRUZE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.6 LS	245 300	6.7	158	12.8	4/1.6	86	155	M/5
1.4T LS	262 300	5.8	135	9.3	4/1.4T	103	200	M/6
sedan								
1.6 L	232 700	6.7	158	12.5	4/1.6	86	155	M/5
1.6 LS	248 200	6.7	158	12.5	4/1.6	86	155	M/5
1.4T LS	259 700	5.8	135	9.3	4/1.4T	103	200	M/6
2.0D LS	288 300	5.4	141	8.7	4/2.0TD	120	360	M/6
2.0D LT	312 600	6.2	164	8.7	4/2.0TD	120	360	A/6

ORLANDO

VERDICT | Wagon for the stay-at-home dad

ORLANDO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.8 LS	298 300	7.2	171	12.0	4/1.8	104	176	M/5

CAPTIVA

VERDICT | A strong-value contender in a crowded segment

CAPTIVA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 LT	359 300	8.8	210	10.5	4/2.4	123	230	M/6
2.4 LT auto	376 400	8.8	210	11.0	4/2.4	123	230	A/6
2.2D LT	390 700	7.9	209	n/a	4/2.2TD	135	400	A/6

TRAILBLAZER

VERDICT | Better in most areas than King Fortuner

TRAILBLAZER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5D LT	426 300	7.4	195	11.7	4/2.5TD	120	380	M/6
2.8D LTZ auto	503 400	9.5	254	10.6	4/2.8TD	144	500	A/6
2.8D 4x4 LTZ	540 200	8.0	215	11.4	4/2.8TD	144	440	M/6
2.8D 4x4 LTZ auto	558 600	9.5	254	10.6	4/2.8TD	144	500	A/6
3.6 V6 4x4 LTZ	570 000	11.1	265	9.1	V6/3.6	176	329	A/6

CHRYSLER

GRAND VOYAGER

VERDICT | Grand American for grand-sized Americans

GRAND VOYAGER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.8CRD LX	609 990	8.4	222	12.8	4/2.8TD	120	360	A/6
2.8CRD Limited	674 990	8.4	222	12.8	4/2.8TD	120	360	A/6

300C

VERDICT | Bold capable exec is big on value and presence

300C	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.6 Luxury Series	601 990	9.7	227	7.7	V6/3.6	210	340	A/8
3.0CRD Luxury Series	683 990	7.2	191	7.35	V6/3.0TD	177	550	A/5
SRT8	777 990	13.0	303	5.0	V8/6.4	347	631	A/5

CITROËN

C1

VERDICT | More style, more sophistication, much more price

C1	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
VTi 82 Feel	168 900	4.3	99	11.0	3/1.2	60	116	M/5
VTi 82 Airscape Feel	194 900	4.3	99	11.0	3/1.2	60	116	M/5

C3

VERDICT | Massively better than the old C3

C3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
VTi 68 Attraction	184 900	4.4	102	14.2	3/1.0	50	95	M/5
VTi 82 Attraction	191 900	4.7	109	12.3	3/1.2	60	118	M/5
VTi 82 Seduction	205 900	4.7	109	12.3	3/1.2	60	118	M/5

DS3

VERDICT | A proper Mini Cooper rival

DS3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
VTi 82 Design	222 900	4.7	109	12.3	3/1.2	60	118	M/5
VTi 120 Style	261 900	5.9	136	8.9	4/1.6	88	160	M/5
VTi 120 Style auto	276 900	6.6	153	10.9	4/1.6	88	160	A/4
e-HDi 90 Style	263 900	3.7	98	11.3	4/1.6TD	68	230	M/5
THP 155 Sport	294 900	5.8	135	7.3	4/1.6T	115	240	M/6
THP 155 Ultra Prestige	324 900	6.0	139	7.3	4/1.6T	115	240	M/6
Cabrio								
VTi 82 Design	245 900	4.7	109	12.5	3/1.2	60	118	M/5
VTi 120 Style	284 900	5.9	136	9.0	4/1.6	88	160	M/5
THP 155 Sport	317 900	5.8	135	7.4	4/1.6T	115	240	M/6

C4

VERDICT | Citroën goes mainstream. Competent but boring

C4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
VTi 120 Attraction	259 900	6.2	143	10.8	4/1.6	88	160	M/5
VTi 120 Seduction	275 900	6.2	143	10.8	4/1.6	88	160	M/5
VTi 120 Seduction auto	290 900	6.9	159	12.5	4/1.6	88	160	A/4
VTi 120 Exclusive	295 900	6.2	143	10.8	4/1.6	88	160	M/5
e-HDi 110 Seduction	296 900	4.2	109	12.4	4/1.6TD	82	270	M/6

DS4

VERDICT | Adds the spice missing from the C4

DS4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
VTi 120 Design	291 900	6.2	144	10.8	4/1.6	88	160	M/5
THP 160 Style	347 900	7.7	178	9.3	4/1.6T	120	240	A/6
THP 200 Sport	377 900	6.4	149	7.9	4/1.6T	147	275	M/6
HDi 160 Sport	375 900	5.1	134	8.81	4/2.0TD	120	340	M/6
HDi 160 Sport auto	390 900	5.7	149	9.9	4/2.0TD	120	340	A/6

C4 PICASSO

VERDICT | Unusually pretty, properly sorted, diesel-only MPV

C4 PICASSO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
e-HDi 115 Seduction	325 900	4.0	105	11.8	4/1.6TD	85	270	M/6
e-HDi 115 Intensive	345 900	4.0	105	11.8	4/1.6TD	85	270	M/6

C4 AIRCROSS

VERDICT | Sassy French suit can't hide Japanese roots

C4 AIRCROSS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0i Attraction	313 900	7.5	178	9.3	4/2.0	113	198	M/5
2.0i Comfort	337 900	7.5	178	9.3	4/2.0	113	198	M/5
2.0i Seduction	345 900	7.5	178	8.82	4/2.0	113	198	M/5
2.0i Seduction auto	360 900	7.6	180	10.2	4/2.0	113	198	C/V
HDi 115 Seduction	376 900	4.6	119	10.8	4/1.6TD	84	270	M/6
HDi 115 4WD Comfort	387 900	4.9	129	11.6	4/1.6TD	84	270	M/6
2.0i 4WD Exclusive	410 900	8.1	191	10.9	4/2.0	113	198	C/V

DISPATCH

VERDICT | Practical people carrier. Nothing more

DISPATCH MULTISPACE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
HDi 120 Attraction	397 900	7.3	194	13.0	4/2.0TD	88	300	M/6
HDi 160 Comfort	424 900	7.6	199	13.6	4/2.0TD	120	340	A/6

DS5

VERDICT | Presidential style, but ride more crashy than cushy

DS5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
THP 155 Style	438 900	7.3	169	9.7	4/1.6T	115	240	A/6
THP 200 Sport	469 900	6.7	155	8.2	4/1.6T	147	275	M/6
HDi 160 Sport	476 900	6.1	158	10.1	4/2.0TD	120	340	A/6

DAIHATSU

GRAN MAX

VERDICT | Not for leisure or old ladies but can take a load

GRAN MAX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5	154 995	7.5	180	12.5	4/1.5	71	134	M/5
1.5 high-spec	164 995	7.5	180	12.5	4/1.5	71	134	M/5

TERIOS

VERDICT | Has carved its own niche. Getting old now

TERIOS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5	239 995	7.0	168	12.0	4/1.5	77	140	M/5
1.5 Special Edition	244 995	7.0	168	12.0	4/1.5	77	140	M/5
1.5 Diva	259 995	7.0	168	12.0	4/1.5	77	140	M/5
1.5 Diva Deluxe	274 995	7.0	168	12.0	4/1.5	77	140	M/5
1.5 4x4	264 995	8.5	204	12.6	4/1.5	77	140	M/5
1.5 4x4 auto	279 995	9.5	228	16.6	4/1.5	77	143	A/4
1.5 4x4 Off-road	294 995	8.9	214	n/a	4/1.5	87	150	M/5

DATSUN

GO

VERDICT | Dull styling, no ABS, no airbags make this a no Go

GO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 Mid	91 300	5.2	123	13.3	3/1.2	50	104	M/5
1.2 Lux	102 500	5.2	123	13.3	3/1.2	50	104	M/5

DFSK

MINI TRUCK

VERDICT | Unbelievably low pricing. Warning!

MINI TRUCK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
K01 1.0	76 990	n/a	n/a	n/a	4/1.0	35	76	M/5
K01 1.3	92 990	n/a	n/a	n/a	4/1.3	58	103	M/5
K01 1.3 J-Car	106 990	n/a	n/a	n/a	4/1.3	58	103	M/5

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DODGE

JOURNEY

VERDICT | Better inside but basics still off the pace of rivals

JOURNEY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 SXT	377 990	9.6	225	n/a	4/2.4	125	220	A/6
3.6 SXT	416 990	10.4	242	n/a	V6/3.6	206	353	A/6
3.6 R/T	466 990	10.4	242	n/a	V6/3.6	206	353	A/6

FAW

V2

VERDICT | Cheap, garish and uninspiring

V2	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 DLX	99 995	6.5	155	n/a	4/1.3	67	120	M/5
1.3 #Like	109 995	6.5	155	n/a	4/1.3	67	120	M/5

SIRIUS S80

VERDICT | Sounds grand, probably isn't

SIRIUS S80	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 Comfort	164 995	7.5	177	n/a	4/1.3	67	120	M/5
1.5	173 295	8.1	191	n/a	4/1.5	75	140	M/5
1.5 Comfort	189 995	8.1	191	n/a	4/1.5	75	140	M/5

FERRARI

CALIFORNIA T

VERDICT | We feared a disaster but found a turbo'ed triumph

CALIFORNIA T	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
California T	3 668 000	10.5	250	3.6	V8/3.9T	412	755	D/7

488

VERDICT | More powerful, more beautiful 458

488	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
488 GTB	TBA	11.4	260	3.0	V8/3.9T	492	760	D/7

FF

VERDICT | FF for Very Fast

FF	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
FF	5 150 000	15.4	360	3.7	V12/6.3	485	683	D/7

F12berlinetta

VERDICT | Glorious V12 wrapped in provocative body. Epic

F12berlinetta	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
F12berlinetta	5 979 000	15.0	350	3.1	V12/6.3	545	690	D/7

FIAT

PANDA

VERDICT | Fun to drive, pragmatic, cheap to run

PANDA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 Pop	152 990	5.2	120	14.2	4/1.2	51	102	M/5
1.2 Lounge	169 990	5.2	120	15.53	4/1.2	51	102	M/5

500

VERDICT | Majors on style and charm. Retro glamour

500	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.2 Pop	175 400	5.1	119	12.9	4/1.2	51	102	M/5
1.2 Pop auto	184 440	5.0	115	13.0	4/1.2	51	102	S/5
1.2 Lounge	190 900	5.1	119	12.9	4/1.2	51	102	M/5
1.2 Lounge auto	199 940	5.0	115	13.0	4/1.2	51	102	S/5
1.4 Lounge	218 400	6.1	140	10.5	4/1.4	74	131	M/6
1.4 Lounge auto	227 440	5.8	135	10.6	4/1.4	74	131	S/5
500S 1.4	224 400	6.1	140	10.5	4/1.4	74	131	M/6
500S 1.4 auto	233 440	5.8	135	10.6	4/1.4	74	131	S/5
500C / 500S Cabriolet								
1.2 Pop	216 400	5.1	119	12.9	4/1.2	51	102	M/5
1.2 Pop auto	225 440	5.0	115	13.0	4/1.2	51	102	S/5
1.4 Lounge	255 400	6.1	140	10.5	4/1.4	74	131	M/6
1.4 Lounge auto	264 440	5.8	135	10.6	4/1.4	74	131	S/5
500S 1.4	264 900	6.1	140	10.5	4/1.4	74	131	M/6
500S 1.4 auto	273 940	5.8	135	10.6	4/1.4	74	131	S/5

QUBO

VERDICT | Postman Pat's Italian cousin. Opt for the diesel

QUBO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4	200 990	6.6	152	16.2	4/1.4	54	118	M/5
1.3 Multijet	225 990	4.4	115	16.5	4/1.3TD	55	190	M/5

500L

VERDICT | The 500 that ate *al*/the pies. Good family fun

500L	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 Pop Star	251 900	6.2	145	12.8	4/1.4	70	127	M/6
1.4 Easy	251 900	6.2	145	12.8	4/1.4	70	127	M/6
1.4 Lounge	266 900	6.2	145	12.8	4/1.4	70	127	M/6
1.6 Multijet Lounge	310 400	4.5	117	11.3	4/1.6TD	77	320	M/6
1.4 T-Jet Trekking	314 900	7.0	163	11.0	4/1.4T	88	215	M/6

DOBLO PANORAMA

VERDICT | Family-friendly room with a view

DOBLO PANORAMA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Multijet Dynamic	321 990	5.5	145	13.4	4/1.6TD	77	290	M/6

FORD

FIGO

VERDICT | Serious contender for best small car buy

FIGO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 Ambiente	141 900	6.6	156	13.1	4/1.4	62	127	M/5
1.4 Trend	151 900	6.6	156	13.1	4/1.4	62	127	M/5
1.4TDCi Ambiente	149 900	5.3	139	15.8	4/1.4TD	51	160	M/5

IKON

VERDICT | Reasonably good car beneath a nondescript shell

IKON	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Ambiente	163 900	7.7	182	11.3	4/1.6	74	143	M/5

FIESTA

VERDICT | Fresh face, brilliant turbo three-pot. Winning

FIESTA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 Ambiente	194 030	5.7	130	12.2	4/1.4	71	128	M/5
1.4 Trend	204 900	5.7	130	12.2	4/1.4	71	128	M/5
1.6TDCi Ambiente	210 030	3.6	95	11.7	4/1.6TD	70	200	M/5
1.6TDCi Trend	216 900	3.6	95	11.7	4/1.6TD	70	200	M/5
1.0T Trend	227 630	4.3	99	9.84	3/1.0T	92	170	M/5
1.0T Trend auto	236 900	4.9	114	10.8	3/1.0T	92	170	D/6
1.0T Titanium	247 900	4.3	99	9.4	3/1.0T	92	170	M/5
3-door ST	275 900	5.9	138	6.9	4/1.6T	134	290	M/6

ECOSPORT

VERDICT | More than just a Fiesta on stilts

ECOSPORT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 Ambiente	210 900	6.5	154	n/a	4/1.5	82	138	M/5
1.5 Titanium auto	264 900	6.5	154	n/a	4/1.5	82	138	D/6
1.0T Trend	239 900	5.7	131	n/a	3/1.0T	92	170	M/5
1.0T Titanium	259 900	5.7	131	12.09	3/1.0T	92	170	M/5
1.5TDCi Trend	244 900	4.5	125	n/a	4/1.5TD	66	205	M/5
1.5TDCi Titanium	264 900	4.5	125	n/a	4/1.5TD	66	205	M/5

FOCUS

VERDICT | Matches the Golf in most areas

FOCUS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
1.6 Ambiente	233 900	6.2	145	10.9	4/1.6	92	159	M/5
1.6 Ambiente auto	246 500	6.5	153	n/a	4/1.6	92	159	D/6
1.6 Trend	255 500	6.2	145	10.9	4/1.6	92	159	M/5
2.0 Trend	276 500	6.6	154	n/a	4/2.0	125	202	M/5
2.0 Trend auto	292 900	6.6	154	8.7	4/2.0	125	202	D/6
2.0TDCi Trend	309 900	5.3	143	9.0	4/2.0TD	120	340	D/6
hatch								
1.6 Ambiente	233 900	6.2	145	10.9	4/1.6	92	159	M/5
1.6 Trend	255 500	6.2	145	10.9	4/1.6	92	159	M/5
2.0 Trend	276 500	6.6	154	9.0	4/2.0	125	202	M/5
2.0TDCi Trend	296 900	5.1	134	n/a	4/2.0TD	120	340	M/6
2.0TDCi Trend auto	309 900	5.4	143	9.0	4/2.0TD	120	340	D/6
2.0 Sport	304 500	6.6	154	9.0	4/2.0	125	202	M/5
ST 1	350 900	7.2	169	6.5	4/2.0T	184	360	M/6
ST 3	394 900	7.2	169	6.5	4/2.0T	184	360	M/6

TOURNEO CONNECT

VERDICT | Great lifestyle van for more than just a Blue Oval fan

RANGER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Tourneo Connect								
1.0T Ambiente	269 900	5.6	129	n/a	3/1.0T	74	170	M/6
1.0T Trend	279 900	5.6	129	n/a	3/1.0T	74	170	M/6
Grand Tourneo Connect								
1.6T Titanium auto	359 900	8.0	184	n/a	4/1.6T	110	240	A/6
1.6TDCi Titanium	367 900	4.9	130	n/a	4/1.6TD	85	285	M/6

RANGER

VERDICT | The segment's new top dog

RANGER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5	199 900	10.8	257	n/a	4/2.5	122	226	M/5
2.5 XL	235 900	10.8	257	n/a	4/2.5	122	226	M/5
2.5 Hi-Rider XL	249 900	10.8	257	n/a	4/2.5	122	226	M/5
2.2	210 900	9.0	237	n/a	4/2.2TD	88	285	M/5
2.2 XL	245 900	9.0	237	n/a	4/2.2TD	88	285	M/5
2.2 Hi-Rider XL	261 900	9.0	237	n/a	4/2.2TD	88	285	M/5
2.2 4x4 XL	313 900	9.6	253	n/a	4/2.2TD	88	285	M/5
2.2 Hi-Rider XLS	314 900	7.6	199	n/a	4/2.2TD	110	375	M/6
2.2 4x4 XL-Plus	343 900	8.2	215	n/a	4/2.2TD	110	375	M/6
2.2 4x4 XLS	369 900	8.2	215	n/a	4/2.2TD	110	375	M/6
3.2 Hi-Rider XLS	358 900	9.3	245	n/a	5/3.2TD	147	470	M/6
3.2 4x4 XLS	412 900	9.8	258	n/a	5/3.2TD	147	470	M/6
Super Cab								
2.5 Hi-Rider XL	268 900	10.9	259	n/a	4/2.5	122	226	M/5
2.2 Hi-Rider XL	309 900	7.7	202	n/a	4/2.2TD	110	375	M/6
3.2 Hi-Rider XLS	386 900	9.3	245	n/a	5/3.2TD	147	470	M/6
3.2 4x4 XLS	435 900	9.8	258	n/a	5/3.2TD	147	470	M/6
3.2 4x4 XLS auto	449 900	9.7	255	n/a	5/3.2TD	147	470	A/6
double cab								
2.5 Hi-Rider XL	303 900	10.9	259	n/a	4/2.5	122	226	M/5
2.2 Hi-Rider XL	321 900	7.7	202	n/a	4/2.2TD	110	375	M/6
2.2 Hi-Rider XLS	401 900	7.7	202	n/a	4/2.2TD	110	375	M/6
2.2 4x4 XL-Plus	391 900	8.2	215	n/a	4/2.2TD	110	375	M/6
2.2 4x4 XLS	454 900	8.3	218	n/a	4/2.2TD	110	375	M/6
3.2 Hi-Rider XLT	456 900	9.3	245	n/a	5/3.2TD	147	470	M/6
3.2 Hi-Rider XLT auto	469 900	9.1	239	n/a	5/3.2TD	147	470	A/6
3.2 4x4 XLT	514 900	9.8	258	n/a	5/3.2TD	147	470	M/6
3.2 4x4 XLT auto	525 900	9.7	255	10.77	5/3.2TD	147	470	A/6
3.2 Hi-Rider Wildtrak	484 900	9.3	245	n/a	5/3.2TD	147	470	M/6
3.2 Hi-Rider Wildtrak auto	494 900	9.1	239	n/a	5/3.2TD	147	470	A/6
3.2 4x4 Wildtrak	551 900	9.7	255	n/a	5/3.2TD	147	470	A/6

KUGA

VERDICT | Chunkier, taller, more useful Focus

KUGA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5T Ambiente	321 900	6.6	154	9.7	4/1.5T	110	240	M/6
1.5T Trend	357 900	6.6	154	9.7	4/1.5T	110	240	M/6
1.5T Trend auto	371 900	7.0	162	9.9	4/1.5T	132	240	A/6
1.5T AWD Trend	398 900	7.7	179	10.1	4/1.5T	132	240	A/6
2.0T AWD Titanium	439 900	8.8	204	7.8	4/2.0T	177	240	A/6
2.0TDCi AWD Trend	424 900	6.2	162	10.4	4/2.0TD	132	400	D/6
2.0TDCi AWD Titanium	459 900	6.2	162	10.4	4/2.0TD	132	400	D/6

FUSION

VERDICT | New 'Mondeo' has been worth the wait

FUSION	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5T Trend	349 900	7.4	173	9.2	4/1.5T	132	240	A/6
2.0T Trend	369 900	7.5	174	8.7	4/2.0T	149	300	A/6
2.0T Titanium	424 900	8.5	187	7.9	4/2.0T	177	340	A/6
2.0TDCi Titanium	449 900	5.1	124	8.6	4/2.0TD	132	400	D/6

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TOURNEO CUSTOM

VERDICT | Fun-to-drive 8-seater. The new bus to beat

TOURNEO CUSTOM	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2TDCi SWB Ambiente	429 900	6.5	172	n/a	4/2.2TD	74	310	M/6
2.2TDCi LWB Ambiente	434 900	6.5	172	n/a	4/2.2TD	74	310	M/6
2.2TDCi SWB Trend	449 900	6.5	172	n/a	4/2.2TD	92	350	M/6
2.2TDCi LWB Trend	454 900	6.5	172	n/a	4/2.2TD	92	350	M/6
2.2TDCi SWB Limited	494 900	6.5	172	n/a	4/2.2TD	114	385	M/6

FOTON

THUNDA

VERDICT | Bare essentials bakkie

THUNDA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2 V	139 950	n/a	n/a	n/a	4/2.2	76	193	M/5
2.2 CV	149 950	n/a	n/a	n/a	4/2.2	76	193	M/5
2.8TD CV	179 950	n/a	n/a	n/a	4/2.8TD	68	202	M/5
2.2 double cab CV	184 950	n/a	n/a	n/a	4/2.2	76	193	M/5
2.8TD double cab XV	205 950	n/a	n/a	n/a	4/2.8TD	68	202	M/5

TUNLAND

VERDICT | Cummins diesel makes it best Chinese bakkie yet

TUNLAND	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.8 on-road Comfort	199 950	8.0	212	n/a	4/2.8TD	96	280	M/5
2.8 off-road Comfort	239 950	8.0	212	n/a	4/2.8TD	96	280	M/5
2.8 off-road Luxury	249 950	8.0	212	n/a	4/2.8TD	96	280	M/5
double cab								
2.8 off-road Comfort	294 950	8.3	219	13.5	4/2.8TD	120	360	M/5
2.8 off-road Luxury	314 950	8.3	219	13.5	4/2.8TD	120	360	M/5
2.8 4x4 Comfort	369 950	8.3	219	13.5	4/2.8TD	120	360	M/5
2.8 4x4 Luxury	389 950	8.3	219	13.5	4/2.8TD	120	360	M/5

GEELY

LC

VERDICT | Attractively priced Botox disaster

LC	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0 GC2 GS	92 990	6.2	140	n/a	3/1.0	50	88	M/5
1.3 GL	99 990	6.9	164	14.0	4/1.3	63	110	M/5

LC CROSS

VERDICT | Just like an LC, but less happy

LC CROSS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 GL	109 990	6.9	164	14.0	4/1.3	63	110	M/5
1.5 GX2 GL	112 900	7.3	169	n/a	4/1.5	75	136	M/5

MK

VERDICT | Bargain motoring

MK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch 1.5 GL	99 990	7.7	178	n/a	4/1.5	69	128	M/5
sedan 1.5 GL	104 990	7.7	178	n/a	4/1.5	69	128	M/5

EMGRAND 7

VERDICT | A cheaper sedan for the family man

EMGRAND 7	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.8 GL Luxury	164 990	7.6	180	10.9	4/1.8	102	172	M/5
1.8 GT Executive	174 990	7.6	180	10.9	4/1.8	102	172	M/5

GWM

C30

VERDICT | Generic, inoffensive and decent value

C30	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
1.5 Comfort	159 900	7.3	174	n/a	4/1.5	71	138	M/5

C20R

VERDICT | C10 in city expedition gear

C20R	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
1.5	164 900	7.7	179	12.63	4/1.5	77	138	M/5

M4

VERDICT | More sophisticated, chunkier ghost of Florid Cross

M4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5	189 900	7.2	172	n/a	4/1.5	71	138	M/5

STEED 5

VERDICT | One of the better Chinese bakkies

STEED 5	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
2.2L Workhorse	159 900	9.7	229	n/a	4/2.2	78	190	M/5
2.4L Lux	189 900	10.7	251	n/a	4/2.4	100	200	M/5
2.4L 4x4 Lux	219 900	10.7	251	n/a	4/2.4	100	200	M/5
2.0WGT	199 900	8.1	214	n/a	4/2.0TD	78	225	M/5
2.0VGT Lux	229 900	8.3	220	n/a	4/2.0TD	110	310	M/6
2.0VGT 4x4 Lux	259 900	8.3	220	n/a	4/2.0TD	110	310	M/6
double cab								
2.2L Lux	184 900	10.2	240	n/a	4/2.2	78	190	M/5
2.0WGT SX	229 900	9.3	245	n/a	4/2.0TD	78	225	M/5
2.4L Lux	214 900	10.7	251	n/a	4/2.4	100	200	M/5
2.4L 4x4 Lux	239 900	10.7	251	n/a	4/2.4	100	200	M/5
2.0VGT Lux	259 900	8.3	220	n/a	4/2.0TD	110	310	M/6
2.0VGT 4x4 Lux	289 900	8.3	220	n/a	4/2.0TD	110	310	M/6

C50T

VERDICT | Pricey, turbocharged Chinese Corolla

C50T	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5T Lux	209 900	7.4	173	10.0	4/1.5T	98	188	M/5
1.5T Elite	219 900	7.4	173	10.0	4/1.5T	98	188	M/5

STEED 5E

VERDICT | Improves with each new iteration

STEED 5E	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
double cab								
2.4 SX	236 900	10.7	251	n/a	4/2.4	93	200	M/5
2.4 Xscape	252 900	10.7	251	n/a	4/2.4	93	200	M/5
2.0VGT SX	267 900	8.3	220	n/a	4/2.0TD	105	305	M/6
2.0VGT Xscape	284 900	8.3	220	n/a	4/2.0TD	105	305	M/6

H5

VERDICT | Facelifted Hover gaining traction for the brand

H5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 City	244 900	10.3	242	n/a	4/2.4	100	200	M/5
2.4 Lux	249 900	10.3	242	n/a	4/2.4	100	200	M/5
2.4 Lux 4x4	269 900	10.3	242	n/a	4/2.4	100	200	M/5
2.0VGT Lux	284 900	7.6	199	n/a	4/2.0TD	110	310	M/6
2.0VGT Lux auto	319 900	9.2	240	n/a	4/2.0TD	110	310	A/5
2.0VGT Lux 4x4	319 900	7.6	199	n/a	4/2.0TD	110	310	M/6
2.0VGT Lux 4x4 auto	339 900	9.2	240	n/a	4/2.0TD	110	310	A/5

H6

VERDICT | Takes Chinese crossovers to the next level

H6	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5T City	259 900	8.5	200	n/a	4/1.5T	105	210	M/6
1.5T Lux	279 900	8.5	200	n/a	4/1.5T	105	210	M/6
2.0TCI Lux	349 900	6.7	175	n/a	4/2.0TD	105	310	M/6

STEED 6

VERDICT | Steed gets dressed up for the rodeo

STEED 6	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
double cab								
2.0VGT SX	299 900	8.3	220	n/a	4/2.0TD	105	305	M/6
2.0VGT Xscape	329 900	8.3	220	n/a	4/2.0TD	105	305	M/6

HONDA

BRIO

VERDICT | Spirited tot is a surprisingly competent newcomer

BRIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.2 Trend	132 200	5.6	133	12.2	4/1.2	65	109	M/5
1.2 Comfort	145 100	5.6	133	11.56	4/1.2	65	109	M/5
1.2 Comfort auto	157 700	6.3	150	14.7	4/1.2	65	109	A/5
Amaze sedan								
1.2 Trend	144 400	6.1	147	12.4	4/1.2	65	109	M/5
1.2 Comfort	154 700	6.1	147	12.4	4/1.2	65	109	M/5
1.2 Comfort auto	167 600	6.9	167	15.7	4/1.2	65	109	A/5

MOBILIO

VERDICT | A Brio for (much) larger families

MOBILIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 Trend	184 400	6.1	147	10.8	4/1.5	88	145	M/5
1.5 Comfort	203 900	6.1	147	10.8	4/1.5	88	145	M/5
1.5 Comfort auto	219 990	6.0	144	11.3	4/1.5	88	145	C/V

JAZZ

VERDICT | Does nothing better than well-liked predecessor

JAZZ	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 Trend	179 900	5.6	135	13.5	4/1.2	66	110	M/5
1.2 Comfort	204 900	5.6	135	13.6	4/1.2	66	110	M/5
1.2 Comfort auto	221 900	5.6	136	14.3	4/1.2	66	110	C/V
1.5 Elegance	234 900	6.0	143	9.9	4/1.5	88	145	M/5
1.5 Elegance auto	249 900	5.8	140	10.6	4/1.5	88	145	C/V
1.5 Dynamic	249 900	6.0	143	10.49	4/1.5	88	145	M/5
1.5 Dynamic auto	264 900	5.8	140	10.7	4/1.5	88	145	C/V

BALLADE

VERDICT | Greatly improved, but the badge still beats the car

BALLADE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 Trend	204 800	5.9	140	9.6	4/1.5	88	145	M/5
1.5 Trend auto	219 500	5.8	137	11.1	4/1.5	88	145	C/V
1.5 Elegance	232 500	5.9	140	9.6	4/1.5	88	145	M/5
1.5 Elegance auto	247 200	5.8	137	11.1	4/1.5	88	145	C/V

CIVIC

VERDICT | Distinctive and goes well, but not outstandingly so

CIVIC	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
1.8 Comfort	263 800	6.7	160	8.8	4/1.8	104	174	M/5
1.8 Comfort auto	277 500	6.6	157	10.5	4/1.8	104	174	A/5
1.8 Elegance	305 600	6.7	160	8.6	4/1.8	104	174	M/5
1.8 Elegance auto	319 600	6.6	157	10.5	4/1.8	104	174	A/5
1.8 Executive	317 200	6.7	160	8.8	4/1.8	104	174	M/5
1.8 Executive auto	331 200	6.6	157	10.5	4/1.8	104	174	A/5
hatch								
1.8 Elegance	291 200	6.1	146	9.1	4/1.8	104	174	M/6
1.8 Elegance auto	306 500	6.5	155	10.9	4/1.8	104	174	A/5
1.8 Executive	317 200	6.3	150	9.57	4/1.8	104	174	M/6
1.8 Executive auto	332 000	6.5	155	11.3	4/1.8	104	174	A/5
1.6i-DTEC Executive	349 400	4.1	109	10.6	4/1.6TD	88	300	M/6
Tourer								
1.8 Executive	378 000	6.6	157	9.5	4/1.8	104	174	M/6
1.8 Executive auto	392 700	6.7	160	11.3	4/1.8	104	174	A/5

CR-Z

VERDICT | Looks good, handles – a hybrid we actually want

CR-Z	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Hybrid	376 600	5.2	124	9.4	4/1.5e	101e	190e	M/6
Hybrid auto	391 000	4.9	117	9.9	4/1.5e	101e	190e	C/V

CR-V

VERDICT | More polish for popular soft roader + FWD model

CR-V	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Comfort	347 400	7.7	182	10.0	4/2.0	114	192	M/6
2.0 Comfort auto	362 400	7.6	181	12.4	4/2.0	114	192	A/5
2.0 Elegance	394 400	7.7	182	10.0	4/2.0	114	192	M/6
2.0 Elegance auto	409 400	7.6	181	12.4	4/2.0	114	192	A/5
2.4 Executive AWD	508 400	8.6	203	10.38	4/2.4	140	220	A/5
2.4 Exclusive AWD	544 400	8.6	203	11.1	4/2.4	140	220	A/5

ACCORD

VERDICT | Mid-size American luxury from Japan

ACCORD	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Elegance	408 400	7.5	178	11.7	4/2.0	114	190	A/5
2.4 Executive	471 300	8.1	192	10.6	4/2.4	132	225	A/5
3.5 V6 Exclusive	576 300	9.2	217	7.01	V6/3.5	207	339	A/6

HYUNDAI

i10

VERDICT | Tiny Korean gem. Not quite as grand as it once was

i10	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.1 Motion	127 900	4.8	114	15.2	4/1.1	50	99	M/5
1.1 Motion auto	139 900	5.7	135	17.1	4/1.1	50	99	A/4
1.25 Fluid	138 500	4.7	113	12.3	4/1.2	64	119	M/5
1.25 Fluid auto	151 900	5.5	132	13.8	4/1.2	64	119	A/4
1.25 Glide	146 900	4.7	113	12.3	4/1.2	64	119	M/5

GRAND i10

VERDICT | Terrible name, decent little car

GRAND i10	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.25 Motion	147 900	5.9	130	12.7	4/1.2	64	120	M/5
1.25 Fluid	158 900	5.9	130	11.1	4/1.2	64	120	M/5
1.25 Fluid auto	168 900	6.9	147	14.2	4/1.2	64	120	A/4

i20

VERDICT | It's like they just dressed the old car in a new suit

i20	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 Motion	184 900	5.9	140	13.6	4/1.2	61	115	M/5
1.4 Fluid	204 900	6.5	147	11.4	4/1.4	74	133	M/6
1.4 Fluid auto	214 900	7.5	160	13.2	4/1.4	74	133	A/4

ACCENT

VERDICT | For the small sedan buyer, this is money well spent

ACCENT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan 1.6 Motion	205 900	6.1	145	10.2	4/1.6	91	156	M/6
sedan 1.6 Fluid	222 900	6.1	145	10.2	4/1.6	91	156	M/6
sedan 1.6 Fluid auto	232 900	6.4	151	11.4	4/1.6	91	156	A/4
hatch 1.6 Fluid	234 900	6.4	152	10.2	4/1.6	91	156	M/6
hatch 1.6 Fluid auto	244 900	6.8	161	11.4	4/1.6	91	156	A/4

ELANTRA

VERDICT | Leapfrogs the opposition, doesn't break the bank

ELANTRA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Premium	261 900	6.4	152	10.1	4/1.6	96	157	M/6
1.6 Premium auto	276 900	6.9	163	11.6	4/1.6	96	157	A/6

i30

VERDICT | Korea hits the Golf-class A-list

i30	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Premium	277 900	6.4	152	10.5	4/1.6	95	157	M/6
1.6 Premium auto	297 900	6.8	173	11.5	4/1.6	95	157	A/6
1.8 Executive	299 900	6.5	157	9.7	4/1.8	110	178	M/6

VELOSTER

VERDICT | Oddly attractive 2+1 door coupe hatch

VELOSTER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Executive	294 900	8.4	163	9.7	4/1.6	103	167	M/6
1.6 Executive auto	314 900	8.4	161	10.3	4/1.6	103	167	D/6

ix35

VERDICT | Very popular for good reason

ix35	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Premium	334 900	8.5	201	10.7	4/2.0	116	192	M/6
2.0 Premium auto	349 900	8.9	207	11.5	4/2.0	116	192	A/6
2.0 Executive	370 900	8.5	204	10.7	4/2.0	116	192	M/6
2.0 Executive Special Edition	385 900	8.5	204	10.7	4/2.0	116	192	M/6
2.0 Elite	397 400	8.8	200	11.5	4/2.0	116	192	A/6
2.0 Elite Special Edition	412 400	8.8	200	11.5	4/2.0	116	192	A/6
1.7CRDi Premium	359 900	5.3	139	12.4	4/1.7TD	85	260	M/6
2.0CRDi Elite	422 900	6.5	170	9.4	4/2.0TD	130	383	M/6
2.0CRDi 4WD Elite	484 900	7.2	190	9.8	4/2.0TD	130	392	A/6

H-1

VERDICT | Nine seats and still room for the luggage

H-1	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 GLS	426 900	10.2	241	13.11	4/2.4	126	224	M/5
2.5CRDi GLS	504 900	9.8	260	14.5	4/2.5TD	120	392	A/5

SONATA

VERDICT | Hyundai does luxury... American luxury

SONATA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 Elite	439 900	7.9	188	9.0	4/2.4	148	250	A/6

SANTA FE

VERDICT | Impressive and attractive but only in diesel

SANTA FE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2CRDi Premium	549 900	8.0	187	9.8	4/2.2TD	145	436	A/6
2.2CRDi 4WD Executive	574 900	8.3	194	10.0	4/2.2TD	145	436	A/6
2.2CRDi 4WD Elite	629 900	8.3	194	10.0	4/2.2TD	145	436	A/6

INFINITI

Q50

VERDICT | Clever, great-value, but softer 3 Series alternative

Q50	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2d	410 000	4.8	125	8.7	4/2.2TD	125	400	M/6
2.2d Premium	440 000	5.0	133	8.5	4/2.2TD	125	400	A/7
2.2d Sport	487 000	5.0	133	8.5	4/2.2TD	125	400	A/7
2.0T Premium	430 000	7.0	162	7.2	4/2.0T	155	350	A/7
2.0T Sport	477 000	7.0	162	7.2	4/2.0T	155	350	A/7
S Hybrid	585 000	6.8	159	5.1	V6/3.5e	261e	536e	D/7
S Hybrid AWD	611 000	7.2	169	5.4	V6/3.5e	261e	536e	D/7

QX50

VERDICT | Swoopily styled crossover, loaded with kit

QX50	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.0d	596 949	8.5	224	7.9	V6/3.0TD	175	550	A/7
3.0d GT	637 824	8.5	224	7.9	V6/3.0TD	175	550	A/7
3.0d GT Premium	679 230	8.5	224	8.42	V6/3.0TD	175	550	A/7
3.7 GT	629 070	12.2	288	6.4	V6/3.7	235	360	A/7
3.7 GT Premium	670 476	12.2	288	6.4	V6/3.7	235	360	A/7

Q60

VERDICT | 370Z's more genteel cousin

Q60	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé 3.7 GT	618 687	11.4	268	5.9	V6/3.7	235	360	A/7
coupé 3.7 S	641 270	11.4	268	5.9	V6/3.7	235	360	A/7
coupé 3.7 S Premium	674 569	11.4	268	5.9	V6/3.7	235	360	A/7
cabrio 3.7 GT Premium	701 687	11.4	268	6.4	V6/3.7	235	360	A/7

Q70

VERDICT | 'Interestingly' styled, superbly built 5 Series rival

Q70	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.7 GT	651 154	10.2	235	6.2	V6/3.7	235	360	A/7
3.7 GT Premium	708 205	10.2	235	6.2	V6/3.7	235	360	A/7
3.7 S Premium	732 426	10.2	235	6.2	V6/3.7	235	360	A/7
3.0d GT	672 539	7.5	199	6.9	V6/3.0TD	175	550	A/7
3.0d GT Premium	729 590	7.5	199	6.9	V6/3.0TD	175	550	A/7
3.0d S	696 759	7.5	199	6.9	V6/3.0TD	175	550	A/7
3.0d S Premium	753 810	7.5	199	6.9	V6/3.0TD	175	550	A/7

QX70

VERDICT | Hollywood SUV is a great X5 rival

QX70	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.7 GT	679 130	12.3	291	6.8	V6/3.7	235	360	A/7
3.7 GT Premium	735 700	12.3	291	6.8	V6/3.7	235	360	A/7
3.7 S	721 130	12.3	291	6.8	V6/3.7	235	360	A/7
3.7 S Premium	764 130	12.3	291	6.8	V6/3.7	235	360	A/7
3.7 S Black	777 630	12.3	291	6.8	V6/3.7	235	360	A/7
3.0d GT	701 200	9.0	238	8.3	V6/3.0TD	175	550	A/7
3.0d GT Premium	757 770	9.0	238	8.3	V6/3.0TD	175	550	A/7
3.0d S	743 200	9.0	238	8.3	V6/3.0TD	175	550	A/7
3.0d S Premium	786 200	9.0	238	8.3	V6/3.0TD	175	550	A/7
3.0d S Black	799 700	9.0	238	8.3	V6/3.0TD	175	550	A/7
5.0 S Premium	877 130	13.1	312	6.02	V8/5.0	287	500	A/7

ISUZU

KB

VERDICT | Capable and well priced.

KB	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
250	212 500	n/a	n/a	n/a	4/2.5TD	58	170	M/5
250 Fleetside	235 500	n/a	n/a	n/a	4/2.5TD	58	170	M/5
250D-Teq Fleetside	257 700	7.7	203	n/a	4/2.5TD	85	280	M/5
250D-Teq LE	297 000	7.7	203	n/a	4/2.5TD	85	280	M/5
250D-Teq 4x4 LE	349 100	7.9	208	n/a	4/2.5TD	85	280	M/5
300D-Teq LX	342 200	7.8	204	n/a	4/3.0TD	130	380	M/5
300D-Teq 4x4 LX	396 900	7.9	209	n/a	4/3.0TD	130	380	M/5
Extended Cab								
250D-Teq LE	319 800	7.7	203	n/a	4/2.5TD	85	280	M/5
300D-Teq LX	385 800	7.8	204	n/a	4/3.0TD	130	380	M/5
300D-Teq LX auto	399 100	7.7	204	n/a	4/3.0TD	130	380	A/5
300D-Teq 4x4 LX	442 500	7.9	209	n/a	4/3.0TD	130	380	M/5
double cab								
250D-Teq LE	395 500	7.7	203	n/a	4/2.5TD	85	280	M/5
250D-Teq 4x4 LE	418 100	7.9	208	n/a	4/2.5TD	85	280	M/5
300D-Teq LX	439 100	7.8	204	n/a	4/3.0TD	130	380	M/5
300D-Teq LX auto	453 400	7.7	204	n/a	4/3.0TD	130	380	A/5
300D-Teq LX Midnite Edition	457 173	7.8	204	n/a	4/3.0TD	130	380	M/5
300D-Teq LX Midnite Edition auto	471 373	7.7	204	n/a	4/3.0TD	130	380	A/5
300D-Teq 4x4 LX	498 100	7.9	209	13.08	4/3.0TD	130	380	M/5
300D-Teq 4x4 LX Midnite Edition	516 073	7.9	209	n/a	4/3.0TD	130	380	M/5

JAGUAR

XF

VERDICT | Top notch, shakes off retro baggage

XF	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2D Luxury	598 799	5.1	158	8.5	4/2.2TD	147	450	A/8
2.2D Premium Luxury	669 999	5.1	158	8.5	4/2.2TD	147	450	A/8
2.0 i4 Luxury	618 026	8.9	207	7.9	4/2.0T	177	340	A/8
2.0 i4 Premium Luxury	688 126	8.9	207	7.9	4/2.0T	177	340	A/8
3.0 Supercharged R-Sport	782 970	9.4	224	5.9	V6/3.0S	250	450	A/8
3.0 Supercharged Premium Luxury	857 170	9.4	224	5.9	V6/3.0S	250	450	A/8
3.0D S Premium Luxury	864 227	6.0	169	6.4	V6/3.0TD	202	600	A/8
XFR	1 270 990	11.6	270	4.9	V8/5.0S	375	625	A/8
XFR-S	1 400 990	11.6	270	4.6	V8/5.0S	405	680	A/8

F-TYPE

VERDICT | Jag's first real sports car in decades is the real deal

F-TYPE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé	889 196	10.0	234	5.3	V6/3.0S	250	450	A/8
convertible	904 696	10.0	234	5.3	V6/3.0S	250	450	A/8
S coupé	1 028 696	10.0	234	4.9	V6/3.0S	280	460	A/8
S convertible	1 034 796	10.0	234	5.04	V6/3.0S	280	460	A/8
V8 S convertible	1 483 111	11.9	278	4.31	V8/5.0S	364	625	A/8
R coupé	1 612 411	11.9	278	4.2	V8/5.0S	405	680	A/8

XJ

VERDICT | Smiles all round, no chauffeur required

XJ	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
i4 Luxury	913 350	9.3	216	7.5	4/2.0T	177	340	A/8
3.0 Supercharged Premium Luxury	1 246 370	9.6	224	5.9	V6/3.0S	250	450	A/8
3.0D Premium Luxury	1 259 133	6.5	171	6.4	V6/3.0TD	202	600	A/8
XJR	2 041 290	11.6	270	4.6	V8/5.0S	405	680	A/8
XJ L								
3.0D Portfolio	1 517 033	6.5	171	6.4	V6/3.0TD	202	600	A/8
3.0 Supercharged Portfolio	1 536 170	9.6	224	5.9	V6/3.0S	250	450	A/8
5.0 Supercharged Supersport	2 188 590	11.6	270	4.9	V8/5.0S	375	625	A/8

JEEP

COMPASS

VERDICT | The Koreans do compact FWD SUVs better

COMPASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0L Limited	377 990	7.6	175	10.6	4/2.0	115	190	M/5
2.0L Limited auto	390 990	8.2	190	n/a	4/2.0	115	190	C/V

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PATRIOT

VERDICT | Jeep Lite for the boys

PATRIOT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4L Limited	376 990	8.5	196	10.7	4/2.4	125	220	M/5
2.4L Limited auto	391 990	9.0	208	n/a	4/2.4	125	220	A/6

WRANGLER

VERDICT | Still a Wrangler, but now with fewer bad bits

WRANGLER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Wrangler								
3.6L Sahara	484 990	11.0	256	8.1	V6/3.6	209	347	A/5
3.6L Rubicon	509 990	11.4	266	8.1	V6/3.6	209	347	M/6
Wrangler Unlimited								
3.6L Sahara	529 990	11.7	273	8.9	V6/3.6	209	347	A/5
3.6L Altitude	542 990	11.7	273	8.9	V6/3.6	209	347	A/5
3.6L Rubicon	554 990	11.9	276	8.9	V6/3.6	209	347	A/5
3.6L Rubicon X	579 990	11.9	276	8.9	V6/3.6	209	347	A/5
2.8CRD Sahara	589 990	8.3	217	10.7	4/2.8TD	147	460	A/5

CHEROKEE

VERDICT | Sophisticated, refined and boldly packaged

CHEROKEE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4L Longitude	500 990	8.3	193	11.43	4/2.4	130	229	A/9
3.2L Limited	536 990	9.5	221	8.1	V6/3.2	200	315	A/9
3.2L 4x4 Limited	592 990	10.0	232	8.1	V6/3.2	200	315	A/9
3.2L 4x4 Trailhawk	654 990	10.0	232	8.4	V6/3.2	200	315	A/9

GRAND CHEROKEE

VERDICT | Closes the chasm to European rivals

GRAND CHEROKEE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.6L Limited	724 990	10.4	244	8.3	V6/3.6	210	347	A/8
3.6L Overland	799 990	10.4	244	8.3	V6/3.6	210	347	A/8
3.0CRD Limited	829 990	7.5	198	8.2	V6/3.0TD	179	569	A/8
3.0CRD Overland	899 990	7.5	198	8.2	V6/3.0TD	179	569	A/8
5.7L Overland	835 990	13.0	304	7.3	V8/5.7	259	520	A/8
SRT8	1 099 990	14.0	327	5.0	V8/6.4	344	624	A/8

JMC

BOARDING

VERDICT | Another weirdly-named cheap Chinese KB clone

BOARDING	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.8TD	139 880	8.0	208	n/a	4/2.8TD	84	235	M/5
2.8TD Lux	149 880	8.0	208	n/a	4/2.8TD	84	235	M/5
2.8TD 4x4 Lux	169 880	8.0	208	n/a	4/2.8TD	84	235	M/5
2.8TD double cab Lux	171 880	8.7	225	n/a	4/2.8TD	84	235	M/5
2.8TD double cab 4x4 Lux	184 880	8.7	225	n/a	4/2.8TD	84	235	M/5

VIGUS

VERDICT | Costlier, but better than Boarding in every way

VIGUS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
double cab								
2.4 LX	229 990	10.2	242	n/a	4/2.4	95	201	M/5
2.4 SLX	259 990	10.2	242	n/a	4/2.4	95	201	M/5
2.4 4x4 LX	295 990	10.7	254	n/a	4/2.4	95	201	M/5
2.4TDCi LX	259 990	8.0	213	n/a	4/2.4TD	88	290	M/5
2.4TDCi SLX	289 990	8.0	213	n/a	4/2.4TD	88	290	M/5
2.4TDCi 4WD LX	325 990	8.2	218	n/a	4/2.4TD	88	290	M/5
2.4TDCi 4WD SLX	355 990	8.2	218	n/a	4/2.4TD	88	290	M/5

KIA

PICANTO

VERDICT | A brilliant small car

PICANTO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0 LX	136 995	4.9	117	14.3	3/1	51	94	M/5
1.0 LX auto	148 995	5.6	132	n/a	3/1	51	94	A/4
1.2 EX	146 995	5.0	119	11.67	4/1.2	65	120	M/5
1.2 EX auto	158 995	6.0	144	n/a	4/1.2	65	120	A/4

RIO

VERDICT | New bumpers, old engines for popular hatch

RIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.2	176 995	5.4	129	13.1	4/1.2	65	120	M/5
1.4	199 995	6.4	151	11.5	4/1.4	79	135	M/6
1.4 auto	211 995	7.0	165	13.2	4/1.4	79	135	A/4
1.4 Tec	212 995	6.4	151	11.5	4/1.4	79	135	M/6
1.4 Tec auto	224 995	7.0	165	13.2	4/1.4	79	135	A/4
sedan								
1.2	176 995	5.4	129	13.1	4/1.2	65	120	M/5
1.4	199 995	6.4	151	11.5	4/1.4	79	135	M/6
1.4 auto	211 995	7.0	165	13.2	4/1.4	79	135	A/4
1.4 Tec	212 995	6.4	151	11.5	4/1.4	79	135	M/6
1.4 Tec auto	224 995	7.0	165	13.2	4/1.4	79	135	A/4

SOUL

VERDICT | Second-gen now an even funkier urban statement

SOUL	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Start	244 995	7.9	188	10.9	4/1.6	91	152	M/6
1.6 Start auto	256 995	7.5	178	12.5	4/1.6	91	152	A/6
2.0 Street	279 995	7.5	178	10.4	4/2.0	116	192	M/6
2.0 Smart auto	320 995	7.9	187	10.2	4/2.0	116	192	A/6
1.6D Street	304 995	5.2	137	10.8	4/1.6TD	94	260	M/6
1.6D Smart auto	345 995	6.2	164	12.2	4/1.6TD	94	260	A/6

CERATO

VERDICT | Serious in-house competition for Elantra

CERATO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.6 EX	253 995	6.5	154	10.1	4/1.6	95	157	M/6
1.6 EX auto	265 995	6.8	160	11.6	4/1.6	95	157	A/6
2.0 EX	285 995	6.9	164	8.5	4/2	118	194	M/6
2.0 EX auto	297 995	7.2	170	9.3	4/2	118	194	A/6
2.0 SX	315 995	6.9	164	8.5	4/2	118	194	M/6
2.0 SX auto	327 995	7.2	170	9.3	4/2	118	194	A/6
sedan								
1.6 EX	253 995	6.5	154	10.1	4/1.6	95	157	M/6
1.6 EX auto	265 995	6.8	160	11.6	4/1.6	95	157	A/6
2.0 EX	285 995	6.9	164	8.5	4/2	118	194	M/6
2.0 EX auto	297 995	7.2	170	9.3	4/2	118	194	A/6
2.0 SX	315 995	6.9	164	8.5	4/2	118	194	M/6
2.0 SX auto	327 995	7.2	170	9.3	4/2	118	194	A/6
Koup								
1.6T	341 995	7.2	170	7.7	4/1.6T	152	265	M/6
1.6T auto	353 995	7.9	187	7.4	4/1.6T	152	265	A/6

SPORTAGE

VERDICT | Takes Sport Utility into the new age

SPORTAGE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Ignite	335 995	8.7	207	10.7	4/2.0	116	192	M/6
2.0	362 995	8.7	207	10.7	4/2.0	116	192	M/6
2.0 auto	374 995	8.9	213	11.5	4/2.0	116	192	A/6
2.0 AWD	397 995	8.7	207	11.3	4/2.0	116	192	M/6
2.0 AWD auto	409 995	8.9	213	11.7	4/2.0	116	192	A/6
2.0CRDi	392 995	6.7	175	9.4	4/2.0TD	130	382	M/6
2.0CRDi auto	404 995	7.3	192	9.6	4/2.0TD	130	392	A/6
2.0CRDi AWD	427 995	6.7	175	9.8	4/2.0TD	130	382	M/6
2.0CRDi AWD auto	439 995	7.3	192	9.8	4/2.0TD	130	392	A/6
2.0CRDi AWD Explore	481 995	7.3	192	9.8	4/2.0TD	130	392	A/6

SORENTO

VERDICT | One of the best soft-roaders around

SORENTO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2CRDi	452 995	7.2	189	9.7	4/2.2TD	147	436	A/6
2.2CRDi 4WD	548 995	7.4	194	10.0	4/2.2TD	147	436	A/6
2.2CRDi 4WD Adventure	578 995	7.4	194	10.0	4/2.2TD	147	436	A/6

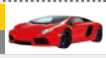
LAMBORGHINI

HURACÁN

VERDICT | Blows the aging Gallardo into the history books

HURACÁN	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
LP610-4 coupé	4 750 000	12.5	290	3.2	V10/5.2	449	560	D/7

AVENTADOR



AVENTADOR | Less scare, more dramatic flair

AVENTADOR	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
LP700-4 coupé	7 150 000	16.0	370	2.9	V12/6.5	515	690	S/7
LP700-4 Roadster	7 500 000	16.0	370	3.0	V12/6.5	515	690	S/7

LAND ROVER

DEFENDER

VERDICT | Best 4x4xfar, or the worst. It depends who you ask

DEFENDER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
90 TD station wagon S	520 800	10.0	266	15.8	4/2.2TD	90	360	M/6
90 TD station wagon Silver LE	551 600	10.0	266	15.8	4/2.2TD	90	360	M/6
90 TD station wagon Black LE	551 100	10.0	266	15.8	4/2.2TD	90	360	M/6
110 TD pick-up E	485 600	11.1	295	15.8	4/2.2TD	90	360	M/6
110 TD high-capacity pick-up E	501 200	11.1	295	15.8	4/2.2TD	90	360	M/6
110 TD hardtop E	505 200	11.1	295	15.8	4/2.2TD	90	360	M/6
110 TD station wagon S	558 700	11.1	295	15.8	4/2.2TD	90	360	M/6
110 TD station wagon Silver LE	592 000	11.1	295	15.8	4/2.2TD	90	360	M/6
110 TD station wagon Black LE	599 100	11.1	295	15.8	4/2.2TD	90	360	M/6
110 TD double cab S	577 800	11.1	295	15.8	4/2.2TD	90	360	M/6
130 TD crew cab E	586 400	11.1	295	17.0	4/2.2TD	90	360	M/6

DISCOVERY SPORT

VERDICT | Brilliant, new-era baby Disco rewrites the rules

DISCOVERY SPORT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
TD4 S	TBA	6.0	159	10.3	4/2.2TD	110	400	A/9
SD4 S	TBA	6.1	161	8.9	4/2.2TD	140	420	A/9
SD4 SE	TBA	6.1	161	8.9	4/2.2TD	140	420	A/9
SD4 HSE	TBA	6.1	161	8.9	4/2.2TD	140	420	A/9
SD4 HSE Luxury	TBA	6.1	161	8.9	4/2.2TD	140	420	A/9
Si4 S	TBA	8.0	191	8.2	4/2.0T	177	340	A/9
Si4 SE	TBA	8.0	191	8.2	4/2.0T	177	340	A/9
Si4 HSE	TBA	8.0	191	8.2	4/2.0T	177	340	A/9
Si4 HSE Luxury	TBA	8.0	191	8.2	4/2.0T	177	340	A/9

RANGE ROVER EVOQUE

VERDICT | Not just fancy fashion, but capable and fun too

RANGE ROVER EVOQUE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
SD4 Pure	645 522	6.3	167	8.5	4/2.2TD	140	420	A/9
Si4 Pure	652 990	8.3	193	7.6	4/2.0T	177	340	A/9
SD4 Dynamic	749 322	6.3	167	8.5	4/2.2TD	140	420	A/9
Si4 Dynamic	756 890	8.3	193	7.6	4/2.0T	177	340	A/9
SD4 Autobiography	797 722	6.3	167	8.5	4/2.2TD	140	420	A/9
Si4 Autobiography	805 090	8.3	193	7.6	4/2.0T	177	340	A/9
coupé								
SD4 Dynamic	762 112	6.2	163	8.5	4/2.2TD	140	420	A/9
Si4 Dynamic	769 690	8.3	193	7.6	4/2.0T	177	340	A/9

DISCOVERY 4

VERDICT | All the tools you need to go discover

DISCOVERY 4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
TDV6 XS	711 586	8.8	230	10.4	V6/3.0TD	155	520	A/8
SDV6 S	842 986	8.8	230	9.3	V6/3.0TD	188	600	A/8
SCV6 SE	895 329	12.2	285	8.1	V6/3.0S	250	450	A/8
SDV6 SE	895 886	8.8	230	9.3	V6/3.0TD	188	600	A/8
SCV6 HSE	1 001 929	12.2	285	8.1	V6/3.0S	250	450	A/8
SDV6 HSE	1 002 586	8.8	230	9.3	V6/3.0TD	188	600	A/8

RANGE ROVER SPORT

VERDICT | Sharper, lighter faster. Sport means business

RANGE ROVER SPORT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
SCV6 S	916 774	11.3	264	7.2	V6/3.0S	250	450	A/8

Q3

Q5

Q7

SCV6 SE	1 010 974	11.3	264	7.2	V6/3.0S	250	450	A/8
SCV6 HSE	1 192 474	11.3	264	7.2	V6/3.0S	250	450	A/8
TDV6 S	939 331	7.9	209	7.2	V6/3.0TD	183	600	A/8
SDV6 SE	1 091 131	7.9	209	7.2	V6/3.0TD	215	600	A/8
SDV6 HSE	1 299 331	7.9	209	7.2	V6/3.0TD	215	600	A/8
SDV8 HSE Dynamic	1 424 283	8.7	229	6.9	V8/4.4TD	250	740	A/8
SDV8 Autobiography Dynamic	1 556 083	8.7	229	6.9	V8/4.4TD	250	740	A/8
Supercharged HSE Dynamic	1 415 223	13.8	321	5.37	V8/5.0S	375	625	A/8
Supercharged Autobiography Dynamic	1 549 023	13.8	321	5.3	V8/5.0S	375	625	A/8
SVR	1 795 125	13.8	322	4.7	V8/5.0S	405	680	A/8

RANGE ROVER

VERDICT | The default luxury SUV massively improved

RANGE ROVER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Range Rover								
TDV6 Vogue	1 479 378	8.6	227	7.9	V6/3.0TD	190	600	A/8
SDV8 Vogue SE	1 765 883	8.7	229	6.9	V8/4.4TD	250	740	A/8
Supercharged Vogue SE	1 820 125	13.8	322	5.4	V8/5.0S	375	625	A/8
SDV8 Autobiography	2 006 383	8.7	229	6.9	V8/4.4TD	250	740	A/8
Supercharged Autobiography	2 060 525	13.8	322	5.4	V8/5.0S	375	625	A/8
Range Rover L								
SDV8 Autobiography	2 090 083	8.7	229	7.0	V8/4.4TD	250	740	A/8
Supercharged Autobiography	2 144 225	13.8	322	5.8	V8/5.0S	375	625	A/8
SDV8 Autobiography Black	2 744 283	8.7	229	7.0	V8/4.4TD	250	740	A/8
Supercharged Autobiography Black	2 798 625	13.8	322	5.8	V8/5.0S	375	625	A/8

LEXUS

CT

VERDICT | Posh Prius is a decent sports hatch...for a hybrid

CT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
200h E	428 400	4.1	95	10.3	4/1.8e	100e	142+e	C/V

ES

VERDICT | New-age Camry with all the trimmings

ES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
250 EX	471 800	8.0	188	10.05	4/2.5	135	235	A/6
300h EX	557 300	5.5	130	8.5	4/2.5e	151e	213+e	C/V

IS

VERDICT | Sportier, edgier and closer to the benchmark

IS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
350 E	507 400	9.7	225	5.9	V6/3.5	228	375	A/8
350 EX	558 100	9.7	225	5.9	V6/3.5	228	375	A/8
350 F-Sport	615 000	9.7	225	6.65	V6/3.5	228	375	A/8

NX

VERDICT | Lexus gets all its angles right

NX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
200t E	539 900	7.9	184	7.1	4/2.0T	175	350	A/6
200t EX	579 900	7.9	184	7.1	4/2.0T	175	350	A/6
200t F-Sport	659 900	7.9	184	7.61	4/2.0T	175	350	A/6
300h EX	633 000	6.0	140	9.2	4/2.5e	145e	210+e	C/V

GS

VERDICT | New breed of sportier Lexus retains old qualities

GS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
350 EX	663 000	10.0	232	6.0	V6/3.5	233	378	A/8
350 F-Sport	735 300	10.0	232	6.0	V6/3.5	233	378	A/8
450h SE	919 900	6.3	147	5.9	V6/3.5e	254e	352+e	C/V

RX

VERDICT | Jostles for top honours in a talented market

RX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
350 EX	723 300	10.6	250	8.0	V6/3.5	204	346	A/6
450h SE	918 800	6.3	148	7.8	V6/3.5e	220e	317+e	C/V

LX

VERDICT | Queen Mary II, eat your heart out

LX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
570 SE	1 330 900	14.8	350	7.5	V8/5.7	270	530	A/6

LS

VERDICT | Credible alternative to the Germans

LS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
460	1 403 800	10.7	249	5.7	V8/4.6	285	493	A/8

MAHINDRA

BOLERO

VERDICT | For those who have a passion for Indian motoring

BOLERO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5TD Loader	142 995	9.5	251	n/a	4/2.5TD	74	238	M/5
2.5TD	157 995	9.5	251	n/a	4/2.5TD	74	238	M/5
2.5TD 4x4	189 995	9.5	251	n/a	4/2.5TD	74	238	M/5

GENIO

VERDICT | It's a Xylo bakkie. What more can we say?

GENIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2CRDe	177 995	7.9	210	n/a	4/2.2TD	89	290	M/5
2.2CRDe double cab	214 995	7.9	210	n/a	4/2.2TD	89	290	M/5

QUANTO

VERDICT | Tell me quanto, quanto, quantoooooo...

QUANTO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2CRDe	214 995	7.6	200	n/a	4/2.2TD	89	290	M/5

XYLO

VERDICT | Mahindra resurrects the Toyota Condor

XYLO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2CRDe E2	219 995	7.6	200	n/a	4/2.2TD	89	290	M/5
2.2CRDe E8	244 995	7.6	200	n/a	4/2.2TD	89	290	M/5

SCORPIO

VERDICT | Priced to please, styled not to

SCORPIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Pik-Up								
2.5TCI Loader	164 995	9.9	260	n/a	4/2.5TD	74	258	M/5
2.2CRDe	193 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe Adventure	226 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe 4x4	244 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe 4x4 Adventure	277 995	8.8	233	n/a	4/2.2TD	89	290	M/5
Pik-Up double cab								
2.2CRDe	246 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe Adventure	279 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe 4x4	274 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe 4x4 Adventure	304 995	8.8	233	n/a	4/2.2TD	89	290	M/5
SUV								
2.2CRDe VLX	249 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe VLX Adventure	275 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe 4x4 VLX	289 995	8.8	233	n/a	4/2.2TD	89	290	M/5
2.2CRDe 4x4 VLX Adventure	315 995	8.8	233	n/a	4/2.2TD	89	290	M/5

XUV500

VERDICT | The first truly worthwhile Mahindra

XUV500	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2CRDe W4	249 995	7.1	180	n/a	4/2.2TD	103	330	M/6
2.2CRDe W6	284 995	7.1	180	n/a	4/2.2TD	103	330	M/6
2.2CRDe W8	314 995	7.1	180	n/a	4/2.2TD	103	330	M/6
2.2CRDe W8 AWD	332 995	7.1	180	n/a	4/2.2TD	103	330	M/6

MASERATI

GHIBLI

VERDICT | Excellent 5 Series rival from Italy

GHIBLI	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Diesel	1 281 000	5.9	158	6.3	V6/3.0TD	202	600	A/8
Ghibli	1 335 000	9.6	223	5.6	V6/3.0T	243	500	A/8
S	1 574 000	10.4	242	5.0	V6/3.0T	301	550	A/8

QUATTROPORTE

VERDICT | As good as any of its German adversaries

QUATTROPORTE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Diesel	1 593 000	6.2	163	6.4	V6/3.0TD	202	600	A/8
S	1 977 000	7.1	179	5.1	V6/3.0T	301	550	A/8
GTS	2 244 000	11.8	274	4.7	V8/3.8T	390	710	A/8

GRANTURISMO / GRANCABRIO

VERDICT | Future Italian classic

GRANTURISMO/GRANCABRIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
GranTurismo								
GranTurismo	1 959 000	14.3	330	5.2	V8/4.2	302	460	A/6
Sport	2 170 000	14.3	331	4.8	V8/4.7	338	520	A/6
Sport Cambiocorsa	2 267 000	15.5	360	4.7	V8/4.7	338	520	S/6
MC Stradale	2 600 000	14.4	337	4.5	V8/4.7	338	520	S/6
GranCabrio								
GranCabrio	2 344 000	14.5	337	5.2	V8/4.7	331	510	A/6
Sport	2 487 000	14.5	337	5.0	V8/4.7	338	520	S/6
MC	2 696 000	14.5	337	4.9	V8/4.7	338	520	S/6

MAXUS

V80

VERDICT | A Chinese Viano

V80	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5TD Comfort	339 900	7.4	230	n/a	4/2.5TD	100	330	M/5
2.5TD Deluxe	410 000	7.4	230	n/a	4/2.5TD	100	330	M/5

MAZDA

MAZDA2

VERDICT | So good it plays in the premier league

MAZDA2	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 Active	188 000	5.5	130	8.7	4/1.5	82	145	M/6
1.5 Dynamic	199 900	5.5	130	8.7	4/1.5	82	145	M/6
1.5 Dynamic auto	211 300	5.7	134	n/a	4/1.5	82	145	A/6
1.5 Individual	211 400	5.5	130	8.7	4/1.5	82	145	M/6
1.5 Individual auto	222 800	5.7	134	n/a	4/1.5	82	145	A/6
1.5DE Hazumi	259 900	4.4	115	10.1	4/1.5TD	77	220	A/6

MAZDA3

VERDICT | Dynamics, cabin quality and verve make it a winner

MAZDA3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.6 Original	232 900	6.2	147	n/a	4/1.6	77	144	M/5
1.6 Active	242 900	6.2	147	n/a	4/1.6	77	144	M/5
1.6 Dynamic	253 100	6.2	147	n/a	4/1.6	77	144	M/5
1.6 Dynamic auto	256 400	6.9	164	n/a	4/1.6	77	144	A/4
2.0 Individual	293 600	6.2	146	8.8	4/2.0	121	210	M/6
2.0 Individual auto	299 600	5.9	140	n/a	4/2.0	121	210	A/6
2.0 Astina	326 300	5.9	140	10.3	4/2.0	121	210	A/6
sedan								
1.6 Original	232 900	6.0	142	n/a	4/1.6	77	144	M/5
1.6 Active	242 900	6.0	142	n/a	4/1.6	77	144	M/5
1.6 Dynamic	253 100	6.0	142	13.21	4/1.6	77	144	M/5
1.6 Dynamic auto	256 400	6.7	159	n/a	4/1.6	77	144	A/4
2.0 Individual	293 600	6.1	145	8.9	4/2.0	121	210	M/6
2.0 Individual auto	299 600	5.8	139	10.4	4/2.0	121	210	A/6
2.0 Astina	326 300	5.8	139	10.4	4/2.0	121	210	A/6

BT-50

VERDICT | Massively improved in every area bar the looks

BT-50	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.2 SLX	285 900	7.6	199	n/a	4/2.2TD	110	375	M/6
FreeStyle Cab								
2.2 SLX	299 900	7.7	202	n/a	4/2.2TD	110	375	M/6
3.2 SLE	349 900	9.3	245	n/a	5/3.2TD	147	470	M/6
3.2 SLE auto	361 900	9.1	239	n/a	5/3.2TD	147	470	A/6
3.2 4x4 SLE	401 900	9.8	258	n/a	5/3.2TD	147	470	M/6

A5 A6 A7

double cab								
2.2 SLE	369 900	7.7	202	n/a	4/2.2TD	110	375	M/6
3.2 SLE	401 900	9.3	245	n/a	5/3.2TD	147	470	M/6
3.2 SLE auto	411 900	9.1	239	n/a	5/3.2TD	147	470	A/6
3.2 4x4 SLE	453 900	9.8	258	n/a	5/3.2TD	147	470	M/6
3.2 4x4 SLE auto	465 900	9.7	255	n/a	5/3.2TD	147	470	A/6

MAZDA5

VERDICT | Manic grin, creased doors hide excellent family car

MAZDA5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Original	268 900	8.2	194	10.8	4/2.0	106	180	M/6
2.0 Active auto	283 500	8.3	198	13.1	4/2.0	106	180	A/5
2.0 Individual	294 200	8.2	198	10.8	4/2.0	106	180	M/6
2.0 Individual auto	308 500	8.3	198	13.1	4/2.0	106	180	A/5

CX-5

VERDICT | As good as any in the class. Shortlist

CX-5	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Active	319 500	6.4	149	9.3	4/2.0	121	210	M/6
2.0 Active auto	329 300	6.4	148	9.5	4/2.0	121	210	A/6
2.0 Dynamic	329 600	6.4	149	9.3	4/2.0	121	210	M/6
2.2DE Active	378 300	5.7	151	10.0	4/2.2TD	110	380	A/6
2.5 Individual	408 700	6.9	160	n/a	4/2.5	141	256	A/6
2.2DE AWD Akera	465 400	5.9	155	9.77	4/2.2TD	129	420	A/6

MAZDA6

VERDICT | Refined, quiet and stylish new flagship

MAZDA6	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 Active	342 000	6.1	142	n/a	4/2.0	114	200	M/6
2.0 Active auto	358 000	6.0	138	n/a	4/2.0	114	200	A/6
2.5 Dynamic	373 000	6.6	153	9.1	4/2.5	138	250	A/6
2.5 Individual	399 500	6.6	153	9.1	4/2.5	138	250	A/6
2.2DE Dynamic	404 000	5.3	139	8.4	4/2.2TD	129	420	A/6
2.2DE Atenza	430 500	5.3	139	8.4	4/2.2TD	129	420	A/6

McLAREN

650S

VERDICT | A prettier, punchier, more engaging 12C

650S	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé	POA	11.7	275	3.0	V8/3.8T	478	678	S/7
Spider	POA	11.7	275	3.0	V8/3.8T	478	678	S/7

MERCEDES-BENZ

A-CLASS

VERDICT | Reinvented hatch's appeal let down by harsh ride

A-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
A200	376 642	5.8	136	8.4	4/1.6T	115	250	M/6
A200 auto	394 334	5.7	133	8.3	4/1.6T	115	250	D/7
A200CDI	404 400	4.5	116	9.3	4/2.1TD	100	300	M/6
A200CDI auto	422 400	4.1	108	9.2	4/2.1TD	100	300	D/7
A220CDI	444 400	4.4	115	8.2	4/2.1TD	125	350	D/7
A250 Sport	481 273	6.4	148	6.95	4/2.0T	155	350	D/7
A45 AMG 4Matic	659 717	7.1	165	4.6	4/2.0T	265	450	D/7

B-CLASS

VERDICT | Same-again tallboy hatch gets tech, quality boost

B-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
B200	389 736	5.8	134	8.6	4/1.6T	115	250	M/6
B200 auto	407 223	5.5	129	8.4	4/1.6T	115	250	D/7
B200CDI	404 200	4.5	117	9.9	4/2.1TD	100	300	M/6
B200CDI auto	422 200	4.2	111	9.8	4/2.1TD	100	300	D/7
B220CDI	448 000	4.3	111	8.3	4/2.1TD	125	350	D/7
B250 AMG	467 160	6.3	147	6.8	4/2.0T	155	350	D/7

CLA

VERDICT | Sexier, pricier A-Class with a boot

CLA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
CLA200	408 429	5.7	131	8.6	4/1.6T	115	250	M/6
CLA200 auto	426 326	5.5	130	8.5	4/1.6T	115	250	D/7
CLA220 CDI	465 600	4.5	117	8.2	4/2.1TD	125	350	D/7
CLA250 Sport 4Matic	565 588	6.6	154	6.6	4/2.0T	155	350	D/7
CLA45 AMG 4Matic	741 617	7.1	165	4.91	4/2.0T	265	450	D/7

GLA

VERDICT | High-riding A-Class for the mink and manure set

GLA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
GLA200	440 849	5.9	139	8.9	4/1.6T	115	250	M/6
GLA200 auto	458 747	5.9	138	8.8	4/1.6T	115	250	D/7
GLA200CDI	465 000	4.5	119	10.0	4/2.1TD	100	300	M/6
GLA200CDI auto	483 000	4.5	119	9.9	4/2.1TD	100	300	D/7
GLA220CDI 4Matic	538 631	5.1	132	8.76	4/2.1TD	125	350	D/7
GLA250 4Matic	614 288	6.6	154	7.1	4/2.0T	155	350	D/7
GLA45 AMG 4Matic	790 843	7.5	175	4.8	4/2.0T	265	450	D/7

C-CLASS SEDAN/ESTATE

VERDICT | Like the brilliant new S-Class, just smaller

C-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
C180	437 418	5.5	127	8.2	4/1.6T	115	250	M/6
C180 auto	456 739	5.8	135	8.5	4/1.6T	115	250	A/7
C200	459 731	5.7	132	7.5	4/2.0T	135	300	M/6
C200 auto	478 129	5.6	131	7.85	4/2.0T	135	300	A/7
C220 Bluetec	482 000	4.2	109	8.1	4/2.1TD	125	400	M/6
C220 Bluetec auto	500 500	4.5	117	7.8	4/2.1TD	125	400	A/7
C250	529 749	5.9	139	6.6	4/2.0T	155	350	A/7
C250 BlueTec	553 100	4.5	117	6.6	4/2.1TD	150	500	A/7
estate								
C180	471 231	5.6	132	8.4	4/1.6T	115	250	M/6
C180 auto	490 039	5.8	135	8.7	4/1.6T	115	250	A/7
C200	493 339	5.8	135	7.7	4/2.0T	135	300	M/6
C200 auto	512 352	6.0	140	7.5	4/2.0T	135	300	A/7
C250 BlueTec	586 400	4.8	124	6.9	4/2.1TD	150	500	A/7
Mercedes-AMG								
C63	1 012 087	8.2	192	4.1	V8/4.0T	350	650	S/7
C63 Edition 1	1 224 087	8.2	192	4.1	V8/4.0T	350	650	S/7
C63 S	1 171 495	8.4	195	4.0	V8/4.0T	375	700	S/7
C63 S Edition 1	1 346 495	8.4	195	4.0	V8/4.0T	375	700	S/7

C-CLASS COUPÉ

VERDICT | Overshadowed by new sedan but still a class act

C-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
C180	468 875	6.4	149	8.5	4/1.6T	115	250	M/6
C180 auto	487 170	6.3	147	8.5	4/1.6T	115	250	A/7
C250	573 012	7.0	163	7.2	4/1.8T	150	310	A/7
C250CDI	573 849	5.3	139	7.1	4/2.1TD	150	500	A/7
C350	682 214	7.0	164	6.0	V6/3.5	225	370	A/7
C63 AMG	1 069 716	12.0	280	4.4	V8/6.2	336	600	S/7
C63 AMG Edition 507	1 191 716	12.0	280	4.2	V8/6.2	373	610	S/7

VIANO

VERDICT | Favourite of the local tour operator set

VIANO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
CDI 2.2 Fun	694 351	7.3	192	11.1	4/2.1TD	120	360	M/6
CDI 2.2 Fun auto	718 362	8.1	213	n/a	4/2.1TD	120	360	A/5
CDI 3.0 Trend	747 886	8.6	226	9.1	V6/3.0TD	165	440	A/5
3.5 V6 Ambiente	816 422	12.1	284	10.4	V6/3.5	190	340	A/5
CDI 3.0 Ambiente	822 442	8.6	226	9.1	V6/3.0TD	165	440	A/5
CDI 3.0 Avantgarde	960 746	8.6	226	9.1	V6/3.0TD	165	440	A/5

SLK

VERDICT | SLK values, now with added visual muscle

SLK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
SLK200	649 599	6.8	158	7.3	4/1.8T	135	270	M/6
SLK200 auto	667 381	6.5	151	7.0	4/1.8T	135	270	A/7
SLK250	712 086	6.6	153	6.6	4/1.8T	150	310	A/7
SLK350	856 022	7.1	167	5.6	V6/3.5	225	370	A/7
SLK55 AMG	1 113 595	8.4	195	4.6	V8/5.5	310	540	A/7

E-CLASS SEDAN/ESTATE

VERDICT | Dramatic overhaul raises bar, restores appeal

E-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
E200	635 778	5.8	150	7.9	4/2.0T	135	300	A/7
E250	673 278	5.8	150	7.4	4/2.0T	155	350	A/7
E250CDI	681 642	5.2	136	7.5	4/2.1TD	150	500	A/7
E300 BlueTec Hybrid	835 000	4.2	119	7.5	4/2.1TDe	170e	590e	A/7
E350 BlueTec	841 096	6.0	157	6.6	V6/3.0TD	185	620	A/7
E400	867 469	7.9	185	5.3	V6/3.0T	245	480	A/7
E500	1 095 031	8.9	209	4.9	V8/4.7T	300	600	A/7
E63 AMG	1 502 986	9.8	230	4.2	V8/5.5T	410	720	S/7
E63 AMG S	1 644 591	9.9	232	4.1	V8/5.5T	430	800	S/7
estate								
E250 estate	732 494	6.3	156	7.8	4/2.0T	155	350	A/7

E-CLASS COUPÉ/CABRIOLET

VERDICT | Mixes sexier suits, prestige, power and efficiency

E-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
E250	663 557	6.1	142	7.1	4/2.0T	155	350	A/7
E250CDI	684 123	4.9	129	7.3	4/2.1TD	150	500	A/7
E400	885 348	7.6	177	5.2	V6/3.0T	245	480	A/7
E500	1 074 431	8.9	209	4.8	V8/4.7T	300	600	A/7
cabriolet								
E250	749 278	6.5	150	7.5	4/2.0T	155	350	A/7
E400	980 869	7.9	185	5.3	V6/3.0T	245	480	A/7
E500	1 144 142	9.1	213	4.9	V8/4.7T	300	600	A/7

ML

VERDICT | Big on refinement, light on fuel, heavy price tag

ML	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
ML250 BlueTec	826 930	6.5	170	9.0	4/2.1TD	150	500	A/7
ML350 BlueTec	940 792	7.4	194	7.4	V6/3.0TD	190	620	A/7
ML400	963 952	9.6	217	6.1	V6/3.0T	245	480	A/7
ML500	1 165 647	12.3	292	5.6	V8/4.7T	300	600	A/7
ML63 AMG	1 694 206	11.8	276	4.8	V8/5.5T	386	700	A/7

CLS

VERDICT | Drives better, looks worse

CLS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
CLS250CDI	761 847	5.3	138	7.5	4/2.1TD	150	500	A/9
CLS350 BlueTec	895 257	5.4	142	6.5	V6/3.0TD	190	370	A/9
CLS400	893 130	7.3	170	5.3	V6/3.0T	245	480	A/7
CLS500	1 128 105	8.5	199	4.8	V8/4.7T	300	600	A/9
CLS63 AMG S	1 612 620	10.4	243	3.6	V8/5.5T	430	800	S/7

GL

VERDICT | Classy, go-anywhere 7-seater waftmobile

GL	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
GL350 BlueTec	1 163 031	8.0	209	7.9	V6/3.0TD	190	620	A/7
GL500	1 324 387	11.5	269	5.4	V8/4.7T	320	700	A/7
GL63 AMG	1 991 537	12.3	288	5.48	V8/5.5T	410	760	A/7

G-CLASS

VERDICT | For those who appreciate a high differential count

G-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
G300CDI Professional	1 053 986	11.7	307	12.3	V6/3.0TD	135	400	A/5
G350 BlueTec	1 398 255	11.2	295	9.1	V6/3.0TD	155	540	A/7
G500	1 564 393	14.9	348	6.1	V8/5.5	285	530	A/7
G63 AMG	2 131 625	13.8	322	5.4	V8/5.5T	400	760	A/7

SL

VERDICT | Nothing says 'I've arrived' like an SL

SL	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
SL400	1 267 253	7.7	179	5.2	V6/3.0T	245	480	A/7
SL500	1 611 944	9.2	214	4.6	V8/4.7T	320	700	A/7
SL63 AMG	2 152 789	9.9	231	4.2	V8/5.5T	430	900	S/7
SL65 AMG	2 790 990	11.6	270	4.0	V12/6.0T	463	1 000	A/7

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S-CLASS

VERDICT | Tech masterpiece. So clever it could drive itself

S-CLASS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
S-Class								
S350 BlueTec	1 324 391	5.9	155	6.8	V6/3.0TD	190	620	A/7
S400 Hybrid	1 338 901	6.8	159	6.8	V6/3.5e	245e	370+e	A/7
S500	1 721 742	9.1	213	4.8	V8/4.7T	335	700	A/7
S63 AMG	2 361 204	10.1	237	4.4	V8/5.5T	430	900	S/7
S-Class L								
S350 BlueTec L	1 361 399	6.0	158	6.8	V6/3.0TD	190	620	A/7
S400 Hybrid L	1 375 601	6.8	159	6.8	V6/3.5e	245e	370+e	A/7
S400 L	1 371 054	7.7	179	n/a	V6/3.0T	245	480	A/7
S500 L	1 760 442	9.1	213	4.8	V8/4.7T	335	700	A/7
S600 L	2 271 574	11.3	264	4.6	V12/6.0T	390	830	A/7
S63 AMG L	2 398 604	10.1	237	4.4	V8/5.5T	430	900	S/7
S65 AMG L	2 972 813	11.9	279	4.3	V12/6.0T	463	1 000	A/7

MERCEDES-AMG GT

VERDICT | Noise, emotion, beauty – the GT has it all

AMG GT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
GT	1 651 850	9.3	216	4.0	V8/4.0T	340	600	S/7
GT S	1 991 670	9.6	224	3.8	V8/4.0T	375	650	S/7
GT S Edition 1	2 202 670	9.6	224	3.8	V8/4.0T	375	650	S/7

S-CLASS COUPÉ

VERDICT | Hyper-tech grand tourer leans towards greatness

S-CLASS COUPÉ	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
S500 coupé	1 921 618	8.8	204	4.6	V8/4.7T	335	700	A/9
S500 coupé Edition 1	2 096 618	8.8	204	4.6	V8/4.7T	335	700	A/7
S63 AMG coupé	2 511 104	10.1	237	4.2	V8/5.5T	430	900	S/7
S63 AMG coupé Edition 1	2 631 104	10.1	237	4.2	V8/5.5T	430	900	S/7
S65 AMG coupé	3 087 013	11.9	279	4.1	V12/6.0T	463	1000	S/7

MG

MG3

VERDICT | MG plays Polo in custom clothing

MG3	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5	145 000	5.9	138	11.5	4/1.5	78	135	M/5
1.5 Wired	165 000	5.9	138	11.5	4/1.5	78	135	M/5
1.5 Style	179 900	5.9	138	11.43	4/1.5	78	135	M/5

MG6

VERDICT | Made in China, compiled in England

MG6	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
saloon								
1.8T Comfort	249 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T R Comfort	270 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T Comfort RG Motorsport	299 900	7.9	184	n/a	4/1.8T	165	315	M/5
1.8T Luxury	259 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T Deluxe	289 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T R Deluxe	309 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T Deluxe RG Motorsport	330 900	7.9	184	n/a	4/1.8T	165	315	M/5
fastback								
1.8T Comfort	249 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T R Comfort	270 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T Comfort RG Motorsport	299 900	7.9	184	n/a	4/1.8T	165	315	M/5
1.8T Luxury	259 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T Deluxe	289 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T R Deluxe	309 900	7.9	184	8.4	4/1.8T	118	215	M/5
1.8T Deluxe RG Motorsport	330 900	7.9	184	n/a	4/1.8T	165	315	M/5

MINI

HATCH

VERDICT | All-new, but you'll have to get in to know

HATCH	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3-door								
Cooper	303 500	4.7	110	7.9	3/1.5T	100	230	M/6
Cooper auto	320 400	4.9	115	7.8	3/1.5T	100	230	A/6
Cooper S	371 847	5.9	138	6.94	4/2.0T	141	300	M/6
Cooper S auto	387 618	5.5	127	6.7	4/2.0T	141	300	A/6
John Cooper Works	447 591	6.7	155	6.3	4/2.0T	170	320	M/6
John Cooper Works auto	467 334	5.7	133	6.1	4/2.0T	170	320	A/6
5-door								
Cooper	312 500	4.9	114	8.2	3/1.5T	100	230	M/6
Cooper auto	329 400	5.0	116	8.1	3/1.5T	100	230	A/6
Cooper S	383 052	6.0	140	6.9	4/2.0T	141	300	M/6
Cooper S auto	398 823	5.5	129	6.8	4/2.0T	141	300	A/6

COUPÉ

COUPÉ | One MINI too many?

COUPÉ	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
Cooper	314 142	5.8	136	9.0	4/1.6	90	160	M/6
Cooper auto	333 094	6.7	156	10.3	4/1.6	90	160	A/6
Cooper S	378 168	6.3	146	6.9	4/1.6T	135	260	M/6
Cooper S auto	395 991	6.7	155	7.1	4/1.6T	135	260	A/6
John Cooper Works	437 912	7.0	163	6.4	4/1.6T	155	280	M/6
John Cooper Works auto	455 838	7.4	173	6.6	4/1.6T	155	280	A/6

CONVERTIBLE

VERDICT | If you must have a roofless Mini, get the Roadster

CONVERTIBLE	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
Cooper	331 257	6.1	142	9.8	4/1.6	90	160	M/6
Cooper auto	350 004	6.9	160	11.1	4/1.6	90	160	A/6
Cooper S	402 975	6.4	149	7.3	4/1.6T	135	260	M/6
Cooper S auto	420 901	6.8	159	7.6	4/1.6T	135	260	A/6
John Cooper Works	464 822	7.2	167	6.9	4/1.6T	155	280	M/6
John Cooper Works auto	482 748	7.6	177	7.1	4/1.6T	155	280	A/6

ROADSTER

VERDICT | For selfish fair-weather touring the Mini way

ROADSTER	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
Cooper	349 757	6.1	142	9.2	4/1.6	90	160	M/6
Cooper auto	368 504	6.9	160	10.5	4/1.6	90	160	A/6
Cooper S	414 475	6.4	149	7.0	4/1.6T	135	260	M/6
Cooper S auto	432 401	6.8	159	7.28	4/1.6T	135	260	A/6
John Cooper Works	472 322	7.2	167	6.5	4/1.6T	155	280	M/6
John Cooper Works auto	490 248	7.6	177	6.7	4/1.6T	155	280	A/6

COUNTRYMAN

VERDICT | BMW X0.5

COUNTRYMAN	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
Cooper	343 283	6.5	152	10.5	4/1.6	90	160	M/6
Cooper auto	362 748	7.6	177	11.6	4/1.6	90	160	A/6
Cooper S	404 488	6.6	154	7.6	4/1.6T	135	260	M/6
Cooper S auto	423 543	7.5	175	7.9	4/1.6T	135	260	A/6
John Cooper Works ALL4	501 272	8.0	186	7.0	4/1.6T	160	280	M/6
John Cooper Works ALL4 auto	518 890	8.3	193	7.0	4/1.6T	160	280	A/6

PACEMAN

VERDICT | Better-looking, less practical Countryman

PACEMAN	PRICE	L/100	CO2	0-100	CYL/CC	KW	NM	GEAR
Cooper S	404 488	6.6	154	7.5	4/1.6T	135	260	M/6
Cooper S auto	423 543	7.5	175	7.8	4/1.6T	135	260	A/6
John Cooper Works ALL4	501 272	8.0	186	6.9	4/1.6T	160	280	M/6
John Cooper Works ALL4 auto	518 890	8.3	193	6.9	4/1.6T	160	280	A/6

MITSUBISHI

MIRAGE

VERDICT | No fighter jet, but fun, frugal and great value

MIRAGE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 GL	129 900	4.9	115	n/a	3/1.2	57	100	M/5
1.2 GLX	139 900	4.9	115	n/a	3/1.2	57	100	M/5
1.2 GLS	149 900	4.9	115	n/a	3/1.2	57	100	M/5

ASX

VERDICT | Faces an uphill battle against Korean twins

ASX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
ASX 2.0 GL	299 900	7.5	175	9.6	4/2.0	110	197	M/5
ASX 2.0 GLX	329 900	7.5	175	9.6	4/2.0	110	197	M/5
ASX 2.0 GLS	342 900	7.5	175	9.6	4/2.0	110	197	M/5
ASX 2.0 GLS auto	354 900	7.4	173	11.5	4/2.0	110	197	C/V

LANCER

VERDICT | Still-cool, old-school Japanese street fighter

LANCER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Evolution X	699 900	10.8	256	5.66	4/2.0T	217	366	D/6

TRITON

VERDICT | Looks divide, but competes on quality and ability

TRITON	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 GL	179 900	10.2	242	n/a	4/2.4	97	202	M/5
2.4 GLX	194 900	10.2	242	n/a	4/2.4	97	202	M/5
2.5DI-D GL	204 900	8.1	212	n/a	4/2.5TD	100	314	M/5
2.5DI-D GLX	244 900	8.1	212	n/a	4/2.5TD	100	314	M/5
ClubCab								
2.5DI-D	299 900	8.2	214	n/a	4/2.5TD	100	314	M/5
double cab								
2.5DI-D	349 900	8.3	216	n/a	4/2.5TD	100	314	M/5
2.5DI-D 4x4	429 900	8.6	225	n/a	4/2.5TD	131	400	M/5

OUTLANDER

VERDICT | Grander, all-new version of popular mid-size SUV

OUTLANDER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 GLS Exceed	439 900	8.2	192	10.76	4/2.4	123	222	C/V

PAJERO SPORT

VERDICT | Beats Fortuner in just about every area bar sales

PAJERO SPORT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5DI-D auto	439 900	8.5	225	12.0	4/2.5TD	131	350	A/5
2.5DI-D 4x4	474 900	7.8	206	11.0	4/2.5TD	131	400	M/5
2.5DI-D 4x4 auto	489 900	8.5	225	12.0	4/2.5TD	131	350	A/5

PAJERO

VERDICT | Avoid Spanish-speaking countries and the Dakar

PAJERO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3-door 3.2DI-D GLS	569 900	10.1	245	12.0	4/3.2TD	140	441	A/5
5-door 3.2DI-D GLS	639 900	10.1	245	12.3	4/3.2TD	140	441	A/5
5-door 3.2DI-D GLS Exceed	659 900	10.1	245	12.3	4/3.2TD	140	441	A/5

NISSAN

MICRA

VERDICT | Decent package, cartoon style

MICRA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 Visia+	146 100	5.2	124	13.2	3/1.2	56	104	M/5
1.5 Tekna	176 800	6.3	150	9.78	4/1.5TD	73	134	M/5

NP200

VERDICT | Tasked with replacing a RWD icon, and it's up for it

NP200	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6i	139 000	8.1	192	n/a	4/1.6	64	128	M/5
1.6i pack	156 300	8.1	192	n/a	4/1.6	64	128	M/5
1.6i Stealth	169 000	8.1	192	n/a	4/1.6	64	128	M/5
1.6 16v S	169 000	8.0	189	n/a	4/1.6	77	148	M/5
1.6 16v SE	198 900	8.0	189	11.39	4/1.6	77	148	M/5
1.5dCi pack	197 900	5.3	140	n/a	4/1.5TD	63	200	M/5
1.5dCi SE	221 300	5.3	140	n/a	4/1.5TD	63	200	M/5

ALMERA

VERDICT | The new Tiida is a Micra with a boot called Almera

ALMERA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.5 Acenta	181 500	6.3	149	n/a	4/1.5	73	134	M/5
1.5 Acenta auto	193 200	7.2	171	n/a	4/1.5	73	134	A/4

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LIVINA

VERDICT | Drives well, but so boring you'd never notice

LIVINA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Acenta	193 600	6.9	165	11.2	4/1.6	80	153	M/5
X-Gear 1.6 Acenta+	209 200	6.9	165	11.2	4/1.6	80	153	M/5

SENTRA

VERDICT | Popular nameplate returns. Not much fanfare

SENTRA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Acenta	231 300	6.6	156	n/a	4/1.6	85	154	M/5
1.6 Acenta auto	254 000	6.2	149	n/a	4/1.6	85	154	C/V

NV200 COMBI

VERDICT | Nissan's take on a people mover

NV200 COMBI	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6i Visia	277 900	7.3	169	n/a	4/1.6	81	153	M/5
1.5dCi Visia	303 900	5.1	134	n/a	4/1.5TD	66	200	M/5

NP300 HARDBODY

VERDICT | No-frills worker bee

NP300 HARDBODY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0	161 200	10.0	237	n/a	4/2.0	84	169	M/5
2.5TDi	189 900	8.0	211	n/a	4/2.5TD	98	304	M/5
2.5TDi Hi-rider	258 600	8.0	211	n/a	4/2.5TD	98	304	M/5
2.4 4x4	262 500	11.1	261	n/a	4/2.4	105	205	M/5
2.5TDi 4x4	291 900	9.4	247	n/a	4/2.5TD	98	304	M/5
double cab								
2.5TDi Hi-rider	333 400	8.8	233	n/a	4/2.5TD	98	304	M/5
2.4 Hi-rider	314 800	11.0	259	n/a	4/2.4	105	205	M/5
2.4 4x4	380 400	11.7	274	n/a	4/2.4	105	205	M/5

JUKE

VERDICT | Polo-sized crossover carves its own niche

JUKE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2T Acenta	254 900	5.6	129	10.8	4/1.2T	85	190	M/6
1.2T Acenta+	277 900	5.6	129	10.8	4/1.2T	85	190	M/6
1.5dCi Acenta+	299 900	4.2	109	12.09	4/1.5TD	81	260	M/6
1.6T Tekna	325 900	6.0	159	7.46	4/1.6T	140	240	M/6
1.6T 4WD Tekna	364 900	6.5	169	8.2	4/1.6T	140	240	C/V

QASHQAI

VERDICT | Retakes the compact crossover crown

QASHQAI	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2T Visia	281 900	6.2	144	10.9	4/1.2T	85	190	M/6
1.2T Acenta	311 600	6.2	144	11.12	4/1.2T	85	190	M/6
1.2T Acenta auto	327 700	6.2	144	12.9	4/1.2T	85	165	C/V
1.5dCi Acenta	332 200	4.2	109	11.9	4/1.5TD	81	260	M/6
1.6T Acenta	357 700	6.2	144	9.1	4/1.6T	120	240	M/6
1.6dCi Acenta auto	384 400	4.9	129	11.1	4/1.6TD	96	320	C/V
1.6dCi AWD Acenta	385 700	5.3	139	10.5	4/1.6TD	96	320	M/6

X-TRAIL

VERDICT | Not as rugged or utilitarian. Is that good or bad?

X-TRAIL	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 XE	327 700	8.3	197	11.1	4/2.0	106	200	M/6
2.5 4x4 SE	364 200	8.3	197	10.5	4/2.5	126	233	C/V
1.6dCi XE	351 000	5.1	134	10.5	4/1.6TD	96	320	M/6
1.6dCi 4x4 SE	388 300	5.3	139	11.0	4/1.6TD	96	320	M/6
1.6dCi 4x4 LE	473 600	5.3	139	11.5	4/1.6TD	96	320	M/6

NAVARA

VERDICT | Makes fans easily, though not the only big boy now

NAVARA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
KingCab								
2.5dCi XE	353 200	8.7	229	13.62	4/2.5TD	106	356	M/6
2.5dCi 4x4 XE	396 500	9.0	238	n/a	4/2.5TD	128	403	M/6
double cab								
2.5dCi XE	376 000	8.7	229	n/a	4/2.5TD	106	356	M/6
2.5dCi 4x4 XE	420 200	9.0	238	n/a	4/2.5TD	128	403	M/6
2.5dCi SE	425 000	8.7	229	n/a	4/2.5TD	106	356	M/6
2.5dCi LE	437 400	8.3	217	n/a	4/2.5TD	128	403	M/6
2.5dCi LE auto	461 600	8.7	230	n/a	4/2.5TD	128	403	A/5
2.5dCi 4x4 LE	495 500	8.5	224	n/a	4/2.5TD	140	450	M/6
2.5dCi 4x4 LE auto	501 700	9.0	238	n/a	4/2.5TD	140	450	A/5
3.0dCi V6 4x4 LE	643 600	9.3	246	9.3	V6/3.0TD	170	550	A/7

LEAF

VERDICT | SA's first electric offering. 160km range per charge

LEAF	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Leaf	450 600	0.0	0	11.5	elec	80	254	A

PATHFINDER

VERDICT | Entry-level SE gives ageing stalwart a boost

PATHFINDER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5dCi SE	494 900	8.5	224	11.0	4/2.5TD	140	450	M/6
2.5dCi SE auto	510 700	9.0	238	10.7	4/2.5TD	140	450	A/5
2.5dCi LE	653 500	9.0	238	10.7	4/2.5TD	140	450	A/5
3.0dCi V6 LE	762 200	9.3	246	8.9	V6/3.0TD	170	550	A/7

MURANO

VERDICT | Nissan's soft-roader ticks all the right boxes

MURANO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.5	634 500	10.9	267	8.7	V6/3.5	191	336	C/V

370Z

VERDICT | Still a brilliant driver's car despite age

370Z	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé	640 800	10.5	248	5.3	V6/3.7	245	363	M/6
coupé auto	659 000	10.4	245	5.6	V6/3.7	245	363	A/7

PATROL

VERDICT | Old-school 4x4, big on comfort and value

PATROL	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.0DTi pick-up	496 300	10.9	289	n/a	4/3.0TD	110	371	M/5
3.0Di GL	700 600	10.8	287	18.8	4/3.0TD	118	380	M/5
4.8 GRX	795 100	17.7	424	9.9	6/4.8	190	425	A/5

GT-R

VERDICT | Japan's sensational cyborg supercar

GT-R	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Premium Edition	1 490 000	11.8	278	2.9	V6/3.8T	397	628	D/6
Black Edition	1 542 000	11.8	278	2.9	V6/3.8T	397	628	D/6

OPEL

ADAM

VERDICT | First of the new breed, founder would be proud

ADAM	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4	189 900	5.3	125	11.5	4/1.4	74	130	M/5
1.0T Jam	209 900	5.1	119	9.9	3/1.0T	85	170	M/6
1.0T Glam	232 900	5.1	119	9.9	3/1.0T	85	170	M/6

CORSA

VERDICT | Sharper dynamics, brilliant three-pot turbo

CORSA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0T Essentia	185 500	5.0	117	10.3	3/1.0T	85	170	M/6
1.0T Enjoy	216 200	5.0	117	10.3	3/1.0T	85	170	M/6
1.0T Cosmo	236 300	5.0	117	10.3	3/1.0T	85	170	M/6
1.4 Enjoy auto	216 500	6.0	140	13.9	4/1.4	66	130	A/6

MERIVA

VERDICT | Opel boxes cleverer with a more flexible mini-MPV

MERIVA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 Turbo Enjoy	261 500	6.7	156	10.3	4/1.4T	103	200	M/6

MOKKA

VERDICT | Turns out it's a bit of a pricey, lethargic inbetweener

MOKKA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 Turbo Enjoy	288 500	6.0	175	9.8	4/1.4T	103	200	M/6
1.4 Turbo Enjoy auto	298 500	6.6	197	10.7	4/1.4T	103	200	A/6
1.4 Turbo Cosmo	325 500	6.0	175	9.8	4/1.4T	103	200	M/6
1.4 Turbo Cosmo auto	335 500	6.6	197	10.7	4/1.4T	103	200	A/6

ASTRA

VERDICT | Capable and pretty but Opel's 'Golf' still no Golf

ASTRA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
1.6 Essentia	259 000	6.6	154	11.9	4/1.6	85	155	M/5
1.4 Turbo Essentia	270 500	5.9	139	10.1	4/1.4T	103	200	M/6
1.4 Turbo Enjoy	281 700	5.9	139	10.1	4/1.4T	103	200	M/6
1.4 Turbo Enjoy auto	292 000	6.6	154	n/a	4/1.4T	103	200	A/6
1.6 Turbo Cosmo	302 500	6.8	159	8.7	4/1.6T	132	266	M/6
hatch								
1.6 Essentia	259 000	5.9	139	11.7	4/1.6	85	155	M/5
1.4 Turbo Essentia	270 500	5.9	138	9.9	4/1.4T	103	200	M/6
1.4 Turbo Enjoy	281 700	5.9	138	9.9	4/1.4T	103	200	M/6
1.6 Turbo Sport	316 700	6.8	159	8.5	4/1.6T	132	266	M/6
GTC / OPC								
GTC 1.6 Turbo Sport	344 250	7.2	168	8.3	4/1.6T	132	266	M/6
OPC	486 500	8.1	189	6.2	4/2.0T	206	400	M/6

VIVARO

VERDICT | Decent people mover

VIVARO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.9CDTi Enjoy	396 200	7.7	210	n/a	4/1.9TD	74	240	M/6

PEUGEOT

107

VERDICT | Facelift banishes cheesy grin

107	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0 Urban	144 000	4.3	99	13.5	3/1.0	50	93	M/5
1.0 Trendy	155 300	4.3	99	13.5	3/1.0	50	93	M/5

208

VERDICT | Smaller, lighter, prettier and better than 207

208	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3-door 1.0 Access	149 900	4.3	99	14.0	3/1.0	50	95	M/5
5-door 1.0 Access	168 800	4.3	99	14.0	3/1.0	50	95	M/5
1.2 Access	189 500	4.5	104	12.2	3/1.2	60	118	M/5
1.2 Active	200 900	4.5	104	12.2	3/1.2	60	118	M/5
1.6HDi Active	223 000	3.8	98	10.9	4/1.6TD	68	230	M/5
1.6 Active auto	226 300	6.7	154	11.9	4/1.6	88	160	A/4
1.6 Allure	238 900	5.8	134	9.61	4/1.6	88	160	M/5
1.6 Allure auto	254 900	6.7	154	11.9	4/1.6	88	160	A/4
3-door GTi	309 900	5.9	139	6.8	4/1.6T	147	275	M/6

2008

VERDICT | High-riding, family- and Pug-friendly 208

2008	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Active	249 900	5.9	135	9.5	4/1.6	88	160	M/5
1.6 Allure	277 900	5.9	135	9.5	4/1.6	88	160	M/5

308

VERDICT | Serious contender for C-segment honours

308	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2T Active	275 900	4.6	105	11.1	3/1.2T	81	205	M/5
1.2T GT Line	329 900	4.8	110	9.6	3/1.2T	96	230	M/6

3008

VERDICT | Still decent, but after 107, the oldest Pug by far

3008	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Access	289 900	6.7	155	13.3	4/1.6	88	160	M/5
1.6T Active	339 900	6.9	159	8.9	4/1.6T	115	240	M/6
2.0HDi Allure	417 900	6.1	159	10.2	4/2.0TD	120	340	A/6

508

VERDICT | Impressive overall package, but lost in the crowd

508	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6T Active	387 900	6.4	149	8.6	4/1.6T	115	240	M/6
1.6T Allure	408 900	7.1	164	9.2	4/1.6T	115	240	A/6

A1

A3

A4

RCZ

VERDICT | A coupe that drives with plenty of verve

RCZ	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6T	539 900	6.7	155	7.6	4/1.6T	147	275	M/6
1.6T auto	542 900	7.3	168	8.4	4/1.6T	115	240	A/6

PORSCHE

BOXSTER

VERDICT | Brilliant in every way

BOXSTER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Boxster	771 000	7.9	183	5.7	b6/2.7	195	280	D/7
S	815 000	8.2	190	5.0	b6/3.4	232	360	D/7
GTS	928 000	8.2	190	4.9	b6/3.4	243	370	D/7

CAYMAN

VERDICT | The 911's worst nightmare

CAYMAN	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Cayman	774 000	7.9	183	5.6	b6/2.7	202	290	D/7
S	870 000	8.2	190	4.9	b6/3.4	239	370	D/7
GTS	998 000	8.2	190	4.56	b6/3.4	250	380	D/7
GT4	1 136 000	10.3	238	4.4	b6/3.8	283	420	M/6

MACAN

VERDICT | Rewrites the rules for a sporty SUV

MACAN	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
S diesel	862 000	6.3	159	6.3	V6/3.0TD	180	580	D/7
S	873 000	9.0	204	5.4	V6/3.0T	250	460	D/7
turbo	1 239 000	9.2	208	4.8	V6/3.6T	294	550	D/7

CAYENNE

VERDICT | Who's laughing now? Get your order in quick

CAYENNE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Cayenne	852 000	9.2	215	7.7	V6/3.6	220	400	A/8
diesel	921 000	6.6	173	7.3	V6/3.0TD	180	550	A/8
S	986 000	9.5	223	5.5	V6/3.6T	309	550	A/8
S e-hybrid	1 133 000	3.4	79	5.9	V6/3.0Se	306e	590e	A/8
S diesel	1 151 000	8.0	209	5.4	V8/4.1TD	283	850	A/8
GTS	1 176 000	10.0	234	5.2	V6/3.6T	324	600	A/8
turbo	1 760 000	11.2	261	4.5	V8/4.8T	382	750	A/8
turbo S	2 255 000	11.5	267	4.1	V8/4.8T	419	800	A/8

PANAMERA

VERDICT | It's a proper Porsche, but not as you know it

PANAMERA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Panamera	1 011 000	8.4	196	6.3	V6/3.6	228	400	D/7
diesel	1 034 000	6.4	169	6.0	V6/3.0TD	221	650	D/8
4	1 051 000	8.7	203	6.1	V6/3.6	228	400	D/7
S	1 287 000	8.7	204	5.1	V6/3.0T	309	520	D/7
S e-hybrid	1 293 000	3.1	71	5.5	V6/3.0Se	306e	590e	D/8
4S	1 329 000	8.9	208	4.8	V6/3.0T	309	520	D/7
GTS	1 489 000	10.7	249	4.4	V8/4.8	324	520	D/7
turbo	2 118 000	10.2	239	4.1	V8/4.8T	382	770	D/7
turbo S	2 591 000	10.2	239	3.8	V8/4.8T	419	800	D/7

911

VERDICT | Iconic Porsche in the best shape of its life

911	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
coupé								
Carrera	1 146 000	8.2	191	4.6	b6/3.4	257	390	D/7
Carrera 4	1 262 000	8.6	200	4.7	b6/3.4	257	390	D/7
Carrera S	1 317 000	8.7	202	4.3	b6/3.8	294	440	D/7
Carrera 4S	1 419 000	9.1	212	4.45	b6/3.8	294	440	D/7
Carrera GTS	1 484 000	8.7	202	4.0	b6/3.8	316	440	D/7
Carrera 4 GTS	1 587 000	9.1	212	4.0	b6/3.8	316	440	D/7
GT3	2 295 000	12.4	289	3.5	b6/3.8	350	440	D/7
turbo	2 439 000	9.7	227	3.2	b6/3.8T	383	660	D/7
turbo S	2 890 000	9.7	227	3.1	b6/3.8T	412	750	D/7
targa								
targa 4	1 395 000	8.7	204	5.0	b6/3.4	257	390	D/7
targa 4S	1 555 000	9.2	214	4.6	b6/3.8	294	440	D/7
targa 4 GTS	1 728 000	9.2	214	4.3	b6/3.8	316	440	D/7
cabriolet								
Carrera	1 287 000	8.4	195	4.8	b6/3.4	257	390	D/7
Carrera 4	1 396 000	8.7	202	4.9	b6/3.4	257	390	D/7
Carrera S	1 445 000	8.9	207	4.5	b6/3.8	294	440	D/7
Carrera 4S	1 560 000	9.2	214	4.5	b6/3.8	294	440	D/7
Carrera GTS	1 609 000	8.9	207	4.2	b6/3.8	316	440	D/7
Carrera 4 GTS	1 727 000	9.2	214	4.2	b6/3.8	316	440	D/7
turbo	2 565 000	9.9	231	3.3	b6/3.8T	383	660	D/7
turbo S	3 072 000	9.9	231	3.2	b6/3.8T	412	750	D/7

PROTON

SAGA

VERDICT | Proton's lack of street cred an ongoing saga

SAGA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 GL	129 995	6.5	155	13.0	4/1.3	70	120	M/5
1.6 XSE	149 995	7.0	185	n/a	4/1.6	82	148	M/5
1.6 XSE auto	162 995	6.7	170	12.0	4/1.6	80	150	C/V

SATRIA NEO

VERDICT | Racy add-ons can't hide basic shortcomings

SATRIA NEO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 CPS	182 995	7.1	169	10.5	4/1.6	93	150	M/5

PERSONA ELEGANCE

VERDICT | Very little to like

PERSONA ELEGANCE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 EL	187 995	6.6	157	11.0	4/1.6	82	148	M/5
1.6 EL auto	192 995	6.8	162	n/a	4/1.6	82	148	A/4

RENAULT

SANDERO

VERDICT | All new, and now back at the top of the value pile

SANDERO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
66kW turbo Expression	129 900	5.2	119	11.1	3/0.9T	66	135	M/5
66kW turbo Dynamique	149 900	5.2	119	13.28	3/0.9T	66	135	M/5
Stepway 66kW turbo	169 900	5.4	124	11.1	3/0.9T	66	135	M/5

CLIO

VERDICT | Style, value, kit and turbo-tech makes it a winner

CLIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
55kW Authentique	167 900	5.5	127	15.4	4/1.2	55	107	M/5
66kW turbo Expression	199 900	4.5	104	12.84	3/0.9T	70	135	M/5
66kW turbo Dynamique	217 900	4.5	104	12.2	3/0.9T	70	135	M/5
66kW turbo GT-Line	224 900	4.5	105	12.2	3/0.9T	70	150	M/5
RS 200 Lux	309 900	6.3	144	6.7	4/1.6T	147	240	D/6
RS 200 Cup	339 900	6.3	144	6.7	4/1.6T	147	240	D/6

DUSTER

VERDICT | Value, capability and rugged looks – a clean sweep

DUSTER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Expression	209 900	7.5	180	11.5	4/1.6	75	145	M/5
1.6 Dynamique	224 900	7.5	180	11.5	4/1.6	75	145	M/5
1.5dCi Dynamique	247 900	5.0	137	12.36	4/1.5TD	80	240	M/6
1.5dCi Dynamique 4WD	267 900	5.3	143	12.5	4/1.5TD	80	240	M/6

FLUENCE

VERDICT | A lot of car for not a lot of dosh

FLUENCE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Expression	244 900	6.8	155	11.5	4/1.6	82	151	M/5
2.0 Dynamique	284 900	7.9	182	9.9	4/2.0	103	195	M/6
2.0 Dynamique auto	294 900	7.7	178	10.1	4/2.0	103	195	C/V

MÉGANE

VERDICT | A fresh look and top turbo motors add GT appeal

MÉGANE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
81kW Dynamique	259 900	6.9	159	10.5	4/1.6	81	151	M/6
97kW turbo GT Line	289 900	5.4	124	9.7	4/1.2T	97	225	M/6
162kW turbo GT	339 900	7.3	169	6.71	4/2.0T	162	340	M/6
coupé								
81kW Dynamique	259 900	6.9	159	10.5	4/1.6	81	151	M/6
97kW turbo GT Line	289 900	5.4	124	9.7	4/1.2T	97	225	M/6
162kW turbo GT	339 900	7.3	169	7.6	4/2.0T	162	340	M/6
RS Lux 265	389 900	8.2	190	6.51	4/2.0T	195	360	M/6

KOLEOS

VERDICT | Neat nose job for Renault's capable soft-roader

KOLEOS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5 Dynamique	339 900	9.6	230	9.0	4/2.5	126	226	M/6
2.5 4x4 Dynamique	369 900	9.9	237	9.57	4/2.5	126	226	M/6
2.5 4x4 Dynamique auto	399 900	9.6	228	n/a	4/2.5	126	226	C/V

ROLLS-ROYCE

GHOST

VERDICT | World's second greatest luxury car

GHOST	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Ghost	POA	14.0	327	4.9	V12/6.6T	420	780	A/8
Extended Wheelbase	POA	14.1	329	5.0	V12/6.6T	420	780	A/8

WRAITH

VERDICT | A new alternative for the über-rich

WRAITH	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Wraith	POA	14.0	327	4.6	V12/6.6T	465	800	A/8

PHANTOM

VERDICT | World's greatest luxury car

PHANTOM	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Phantom	POA	14.8	347	5.9	V12/6.7	338	720	A/8
Extended Wheelbase	POA	14.9	349	6.1	V12/6.7	338	720	A/8
Coupé	POA	14.8	347	5.8	V12/6.7	338	720	A/8
Drophead Coupé	POA	14.8	347	5.8	V12/6.7	338	720	A/8

SMART

FORTWO

VERDICT | Makes more sense in Rome than Parys

fortwo	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0 coupé mhd pure	214 000	4.3	97	13.7	3/1.0	52	92	S/5
1.0 coupé mhd pulse	232 000	4.3	98	13.7	3/1.0	52	92	S/5
1.0t cabrio passion	249 000	4.9	115	10.7	3/1.0T	62	120	S/5

SSANGYONG

KORANDO

VERDICT | The reinvention of SsangYong

KORANDO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0	279 995	7.5	175	n/a	4/2.0	110	197	M/6
2.0 high	299 995	7.5	175	10.45	4/2.0	110	197	M/6
D20T high	339 995	6.1	159	10.0	4/2.0TD	129	360	M/6
D20T high auto	354 995	7.3	194	n/a	4/2.0TD	129	360	A/6
D20T 4x4 Deluxe	394 995	7.5	199	n/a	4/2.0TD	129	360	A/6

ACTYON SPORTS

VERDICT | More palatable thanks to radical facial surgery

ACTYON SPORTS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.3 4x4	289 995	12.4	293	n/a	4/2.3	110	214	M/5
2.0D	309 995	7.4	196	n/a	4/2.0TD	114	360	M/6
2.0D 4x4 Deluxe	359 995	7.5	199	n/a	4/2.0TD	114	360	M/6

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REXTON W

VERDICT | Third-gen Rexton. The W stands for 'work of art'

REXTON W	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
RX270XDi	394 995	8.6	228	n/a	5/2.7TD	121	340	M/5
RX270XDi Deluxe	449 995	9.0	242	n/a	5/2.7TD	121	340	A/5

SUBARU

XV

VERDICT | Raised-body Impreza is not without merit

XV	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0i	311 100	8.0	189	10.5	b4/2.0	110	196	M/6
2.0i auto	322 200	7.9	187	10.7	b4/2.0	110	196	C/V

FORESTER

VERDICT | 'Smarter, safer, further' maxim rings true

FORESTER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 X	342 400	7.2	168	10.6	b4/2.0	110	198	M/6
2.5 X	377 800	8.1	187	9.9	b4/2.5	126	235	C/V
2.5 XS	411 000	8.1	187	10.09	b4/2.5	126	235	C/V
2.5 XS Premium	453 500	8.1	187	9.9	b4/2.5	126	235	C/V
2.0 XT	534 000	8.5	197	7.41	b4/2.0T	177	350	C/V

BRZ

VERDICT | Like an 86, but in letters

BRZ	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0	399 900	7.8	181	7.38	b4/2.0	154	205	M/6
2.0 auto	409 000	7.1	164	8.2	b4/2.0	154	205	A/6

OUTBACK

VERDICT | Another great Scooby out on the fringes

OUTBACK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5i-S Premium	479 000	7.3	167	10.2	b4/2.5	129	235	C/V
2.0D Premium	529 000	6.3	165	9.9	b4/2.0TD	110	350	C/V
3.6 R-S Premium	529 000	9.9	230	7.6	b6/3.6	191	350	C/V

LEGACY

VERDICT | Exterior brought up to date, interior left behind

LEGACY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.6 R-S Premium	529 000	9.9	230	7.2	b6/3.6	191	350	C/V

WRX

VERDICT | Involving and fun. Rivals have better cabins

WRX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
WRX Premium	473 700	9.2	213	6.85	b4/2.0T	197	350	M/6
WRX Premium auto	490 900	8.6	199	6.3	b4/2.0T	197	350	C/V
WRX STI Premium	625 000	10.4	242	5.75	b4/2.5T	221	407	M/6

SUZUKI

CELERIO

VERDICT | Cheap three-pot Suzi is good value. Avoid the auto

CELERIO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0 GA	109 900	4.7	110	n/a	3/1.0	50	90	M/5
1.0 GL	124 900	4.7	110	n/a	3/1.0	50	90	M/5
1.0 GL auto	135 900	4.6	108	n/a	3/1.0	50	90	S/5

SPLASH

VERDICT | Shorter but taller than similarly priced Swift

SPLASH	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2 GA	125 900	5.6	133	12.3	4/1.2	63	113	M/5
1.2 GL	135 400	5.6	133	12.3	4/1.2	63	113	M/5
1.2 GL auto	150 400	6.4	150	n/a	4/1.2	63	113	A/4

SWIFT

VERDICT | Fun, but looks too similar to make a fresh impact

SWIFT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
DZire sedan								
1.2 GA	132 400	5.7	134	12.6	4/1.2	63	113	M/5
1.2 GL	142 400	5.7	134	12.6	4/1.2	63	113	M/5
1.2 GL auto	157 400	6.3	149	n/a	4/1.2	63	113	A/4
hatch								
1.2 GA	130 400	5.7	134	12.6	4/1.2	63	113	M/5
1.2 GL	140 400	5.7	134	12.6	4/1.2	63	113	M/5
1.2 GL auto	155 400	6.3	149	n/a	4/1.2	63	113	A/4
1.4 GLS	195 900	5.5	132	10.9	4/1.4	70	130	M/5
1.4 GLS auto	210 900	6.2	147	12.3	4/1.4	70	130	A/4
1.6 Sport	233 900	6.5	153	8.7	4/1.6	100	160	M/6

ERTIGA

VERDICT | Stretched Swift joins the 7-seater brigade

ERTIGA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 GA	160 600	6.6	156	n/a	4/1.4	70	130	M/5
1.4 GL	180 600	6.6	156	n/a	4/1.4	70	130	M/5
1.4 GL auto	195 600	6.6	156	n/a	4/1.4	70	130	A/4
1.4 GLX	193 600	6.6	156	n/a	4/1.4	70	130	M/5
1.4 GLX auto	208 600	6.6	156	n/a	4/1.4	70	130	A/4

JIMNY

VERDICT | Frugal, affordable and immensely fun.

JIMNY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3	221 400	7.2	171	12.48	4/1.3	63	110	M/5
1.3 auto	236 400	7.6	181	17.2	4/1.3	63	110	A/4

SX4

VERDICT | Larger, more refined, but no crossover revolution

SX4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 GL	265 900	5.8	137	n/a	4/1.6	86	156	M/5
1.6 GLX	295 900	5.8	137	n/a	4/1.6	86	156	M/5
1.6 GLX auto	318 900	5.8	137	n/a	4/1.6	86	156	C/V
1.6 GLX AllGrip	319 900	6.2	146	11.59	4/1.6	86	156	M/5
1.6 GLX AllGrip auto	341 900	6.2	146	n/a	4/1.6	86	156	C/V

KIZASHI

VERDICT | Suzuki aims for premium, gets surprisingly close

KIZASHI	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 SDLX	333 900	7.9	186	8.49	4/2.4	131	230	M/6
2.4 SDLX auto	349 900	7.9	187	8.8	4/2.4	131	230	C/V

GRAND VITARA

VERDICT | Nip 'n tuck for evergreen soft-roader

GRAND VITARA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.4 Dune	321 400	8.9	212	11.7	4/2.4	122	225	M/5
2.4 Dune auto	336 400	9.9	234	12.0	4/2.4	122	225	A/4
2.4 Summit	389 900	8.9	212	11.7	4/2.4	122	225	M/5
2.4 Summit auto	405 900	9.9	234	12.0	4/2.4	122	225	A/4

TATA

INDICA

VERDICT | Entry-level motoring isn't fun

INDICA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 LE	99 995	7.4	168	12.8	4/1.4	55	110	M/5
1.4 LGi	113 995	7.4	168	12.8	4/1.4	55	110	M/5
1.4 LGi Sport	117 995	7.4	168	12.8	4/1.4	55	110	M/5

VISTA

VERDICT | Will find it much tougher in this price bracket

VISTA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 Ini Bounce	129 995	6.7	159	14.0	4/1.4	55	114	M/5
1.4 Aura	142 995	6.7	159	14.0	4/1.4	55	114	M/5
1.4 Ignis	150 495	6.7	157	13.5	4/1.4	66	116	M/5

MANZA

VERDICT | Vista-with-a-boot is no looker

MANZA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4 Ini	144 995	6.4	151	13.5	4/1.4	66	116	M/5
1.4 Ignis	162 995	6.4	151	13.5	4/1.4	66	116	M/5

SUPER ACE

VERDICT | Could turn out to be Tata's trump card

SUPER ACE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4D DLS	131 995	7.2	190	n/a	4/1.4TD	52	135	M/5
1.4D DLE	139 995	7.2	190	n/a	4/1.4TD	52	135	M/5

WORKER

VERDICT | Apparently farmers are keen

WORKER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3L 207 Di Turbo	139 995	n/a	n/a	n/a	4/3.0TD	53	225	M/5

XENON

VERDICT | Improvements make it more of a propostition

XENON	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
3.0L Fleetline	157 995	10.0	264	n/a	4/3.0TD	85	300	M/5
2.2L DLE	176 995	9.0	260	n/a	4/2.2TD	103	320	M/5
XXL 2.2L dropside	189 995	9.0	260	n/a	4/2.2TD	103	320	M/5
XT 2.2L	199 995	9.0	260	n/a	4/2.2TD	110	320	M/5
XT 2.2L 4x4	254 995	9.0	260	n/a	4/2.2TD	110	320	M/5
double cab								
3.0L DLE	192 995	10.0	264	n/a	4/3.0TD	85	300	M/5
2.2L DLE	230 995	9.0	260	n/a	4/2.2TD	103	320	M/5
2.2L DLE 4x4	249 495	9.0	260	n/a	4/2.2TD	103	320	M/5
XT 2.2L	254 995	9.0	260	n/a	4/2.2TD	110	320	M/5
XT 2.2L 4x4	279 495	9.0	260	n/a	4/2.2TD	110	320	M/5

TOYOTA

ETIOS

VERDICT | Mechanics sound, but cost saving shows elsewhere

ETIOS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.5 Xi	132 400	6.0	138	11.3	4/1.5	66	132	M/5
1.5 Xs	141 400	6.0	138	11.3	4/1.5	66	132	M/5
1.5 Xs Sport	153 500	6.0	138	11.3	4/1.5	66	132	M/5
sedan								
1.5 Xi	138 900	5.9	136	11.3	4/1.5	66	132	M/5
1.5 Xs	147 700	5.9	136	11.3	4/1.5	66	132	M/5
Etios Cross								
1.5 Xs	159 800	6.0	138	11.3	4/1.5	66	132	M/5

YARIS

VERDICT | Streamlined model range, but still very pricey

YARIS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.0	167 900	5.0	117	15.3	3/1.0	51	95	M/5
1.3	194 300	5.6	131	11.7	4/1.3	73	125	M/6
1.3 auto	206 500	5.5	127	12.6	4/1.3	73	125	C/V
Hybrid	276 300	3.6	82	11.8	4/1.5e	74e	111+e	C/V

AVANZA

VERDICT | Still not pretty, but now more compelling

AVANZA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 S	179 400	7.2	172	n/a	4/1.3	67	117	M/5
1.3 SX	193 900	7.2	172	n/a	4/1.3	67	117	M/5
1.5 SX	201 500	7.7	183	n/a	4/1.5	76	136	M/5
1.5 SX auto	217 400	7.6	182	n/a	4/1.5	76	136	A/4
1.5 TX	231 400	7.7	183	n/a	4/1.5	76	136	M/5

COROLLA QUEST

VERDICT | Old Corolla returns as a top cut-price contender

COROLLA QUEST	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6	183 900	6.6	157	10.5	4/1.6	90	154	M/6
1.6 auto	199 900	6.3	150	11.1	4/1.6	90	154	C/V
1.6 Plus	198 900	6.6	157	10.5	4/1.6	90	154	M/6

COROLLA

VERDICT | More style, more energy for SA's go-to sedan

COROLLA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 Esteem	224 600	6.0	139	12.6	4/1.3	73	128	M/6
1.3 Prestige	243 500	6.0	139	12.6	4/1.3	73	128	M/6

Q3

Q5

Q7

1.4D-4D Esteem	253 600	4.5	119	12.5	4/1.4TD	66	205	M/6
1.4D-4D Prestige	266 400	4.5	119	12.5	4/1.4TD	66	205	M/6
1.6 Esteem	236 200	6.6	157	10.5	4/1.6	90	154	M/6
1.6 Prestige	252 900	6.6	157	10.5	4/1.6	90	154	M/6
1.6 Prestige auto	264 400	6.3	150	11.1	4/1.6	90	154	C/V
1.6 Sprinter	260 200	6.6	157	10.5	4/1.6	90	154	M/6
1.8 Prestige	263 400	7.0	165	n/a	4/1.8	103	173	M/6
1.8 Exclusive	285 300	7.0	165	n/a	4/1.8	103	173	M/6
1.8 Exclusive auto	296 800	6.4	152	10.2	4/1.8	103	173	C/V

AURIS

VERDICT | Sharper suit and tastier cabin for new Corolla hatch

AURIS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.3 X	217 900	5.8	134	12.6	4/1.3	73	128	M/6
1.6 Xi	242 900	6.2	145	10.0	4/1.6	97	160	M/6
1.6 XS	255 200	6.2	145	10.0	4/1.6	97	160	M/6
1.6 XR	282 600	6.2	145	9.55	4/1.6	97	160	M/6
1.6 XR auto	296 400	6.1	143	11.0	4/1.6	97	160	C/V
XR HSD	356 500	3.9	91	10.9	4/1.8H	100	142+e	C/V

INNOVA

VERDICT | Vast, unsophisticated people-mover

INNOVA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.7 8-seater	288 600	11.2	265	n/a	4/2.7	118	241	M/5
2.7 7-seater	306 800	11.2	265	n/a	4/2.7	118	241	M/5

86

VERDICT | Light, simple, cheap, RWD fun. Brilliant

86	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 standard	334 600	7.8	181	7.6	b4/2.0	147	205	M/6
2.0 Limited Edition	376 100	7.8	181	7.59	b4/2.0	147	205	M/6
2.0 high	376 300	7.8	181	7.35	b4/2.0	147	205	M/6
2.0 high auto	395 300	7.1	164	7.79	b4/2.0	147	205	A/6

HILUX

VERDICT | No longer the outright bakkie king

HILUX	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0	209 500	n/a	n/a	n/a	4/2.0	100	182	M/5
2.0 S	216 000	n/a	n/a	n/a	4/2.0	100	182	M/5
2.5D-4D	238 500	n/a	n/a	n/a	4/2.5TD	75	200	M/5
2.5D-4D S	244 300	n/a	n/a	n/a	4/2.5TD	75	200	M/5
2.5D-4D SRX	291 800	n/a	n/a	n/a	4/2.5TD	75	260	M/5
2.5D-4D 4x4 SRX	349 000	n/a	n/a	n/a	4/2.5TD	75	260	M/5
2.7 Raider Legend 45	306 200	n/a	n/a	n/a	4/2.7	118	241	M/5
2.7 Raider Dakar	315 100	n/a	n/a	n/a	4/2.7	118	241	M/5
3.0D-4D Raider Legend 45	352 000	n/a	n/a	n/a	4/3.0TD	120	343	M/5
3.0D-4D 4x4 Raider Legend 45	409 200	n/a	n/a	n/a	4/3.0TD	120	343	M/5
3.0D-4D Raider Dakar	361 600	n/a	n/a	n/a	4/3.0TD	120	343	M/5
3.0D-4D 4x4 Raider Dakar	419 600	n/a	n/a	n/a	4/3.0TD	120	343	M/5
Xtra Cab								
2.5D-4D SRX	304 700	n/a	n/a	n/a	4/2.5TD	75	260	M/5
3.0D-4D Raider Legend 45	381 600	n/a	n/a	n/a	4/3.0TD	120	343	M/5
3.0D-4D 4x4 Raider Legend 45	439 000	n/a	n/a	n/a	4/3.0TD	120	343	M/5
3.0D-4D Raider Dakar	393 100	n/a	n/a	n/a	4/3.0TD	120	343	M/5
3.0D-4D 4x4 Raider Dakar	451 400	n/a	n/a	n/a	4/3.0TD	120	343	M/5
double cab								
2.7 Raider Legend 45	385 500	10.8	257	n/a	4/2.7	118	241	M/5
2.7 Raider Dakar	396 700	10.8	257	n/a	4/2.7	118	241	M/5
2.5D-4D 4x4 SRX	406 900	8.7	229	n/a	4/2.5TD	75	260	M/5
2.5D-4D Raider Legend 45	420 100	8.0	211	n/a	4/2.5TD	106	343	M/5
2.5D-4D Raider Dakar	431 800	8.0	211	n/a	4/2.5TD	106	343	M/5
3.0D-4D Raider Legend 45	447 100	8.6	226	n/a	4/3.0TD	120	343	M/5
2.5D-4D Raider Dakar	431 800	8.0	211	n/a	4/2.5TD	106	343	M/5
3.0D-4D Raider Legnd 45 auto	461 000	9.7	257	n/a	4/3.0TD	120	343	A/4
3.0D-4D 4x4 Raider Legend 45	505 400	8.6	226	n/a	4/3.0TD	120	343	M/5
3.0D-4D Raider Dakar	459 200	8.6	226	n/a	4/3.0TD	120	343	M/5
3.0D-4D Raider Dakar auto	473 300	9.7	257	n/a	4/3.0TD	120	343	A/4
3.0D-4D 4x4 Rdr Lgnd 45 auto	519 500	9.7	257	n/a	4/3.0TD	120	343	A/4
3.0D-4D 4x4 Raider Dakar	518 400	8.6	226	n/a	4/3.0TD	120	343	M/5
3.0D-4D 4x4 Raider Dakar auto	532 700	9.7	257	n/a	4/3.0TD	120	343	A/4
4.0 V6 Raider Legend 45	460 200	12.0	286	n/a	V6/4.0	175	376	A/5
4.0 V6 4x4 Raider Legend 45	544 600	12.0	286	n/a	V6/4.0	175	376	A/5
4.0 V6 Raider Dakar	472 500	12.0	286	n/a	V6/4.0	175	376	A/5
4.0 V6 4x4 Raider Dakar	558 200	12.0	286	n/a	V6/4.0	175	376	A/5

RAV4

VERDICT | Palpably back in the game after warming the bench

RAV4	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0 GX	310 000	7.7	179	n/a	4/2.0	107	187	M/6
2.0 GX auto	320 800	7.4	173	n/a	4/2.0	107	187	C/V
2.2D-4D AWD GX	389 400	5.6	149	n/a	4/2.2TD	110	340	M/6
2.2D-4D AWD VX	469 000	6.5	172	n/a	4/2.2TD	110	340	A/6
2.5 AWD VX	439 700	8.5	198	n/a	4/2.5	132	233	A/6

QUANTUM

VERDICT | Struggles to shrug off taxi image

QUANTUM	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.7 GL 10-seater bus	402 600	13.8	327	18.4	4/2.7	111	241	M/5
2.7 GL 14-seater bus	417 900	14.3	339	20.7	4/2.7	111	241	M/5
2.5D-4D GL 10-seater bus	432 300	9.4	258	25.4	4/2.5TD	75	260	M/5
2.5D-4D GL 14-seater bus	435 200	9.9	266	28.2	4/2.5TD	75	260	M/5

FORTUNER

VERDICT | Well-priced and exceptionally capable

FORTUNER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.5D-4D	385 900	8.0	211	11.2	4/2.5TD	106	343	M/5
2.5D-4D auto	399 200	9.1	240	n/a	4/2.5TD	106	343	A/4
3.0D-4D	463 600	8.5	226	11.3	4/3.0TD	120	343	M/5
3.0D-4D auto	476 700	9.4	248	11.8	4/3.0TD	120	343	A/4
3.0D-4D Epic	471 000	8.5	226	11.3	4/3.0TD	120	343	M/5
3.0D-4D Epic auto	484 200	9.4	248	11.8	4/3.0TD	120	343	A/4
3.0D-4D 4x4	516 200	8.6	228	11.8	4/3.0TD	120	343	M/5
3.0D-4D 4x4 auto	529 600	9.8	259	12.3	4/3.0TD	120	343	A/4
3.0D-4D 4x4 Epic	523 700	8.6	228	11.8	4/3.0TD	120	343	M/5
3.0D-4D 4x4 Epic auto	537 000	9.8	259	12.3	4/3.0TD	120	343	A/4
4.0 V6	495 500	12.7	303	9.7	V6/4.0	175	376	A/5
4.0 V6 4x4	547 900	13.0	309	9.7	V6/4.0	175	376	A/5
4.0 V6 Epic	503 000	12.7	303	9.7	V6/4.0	175	376	A/5
4.0 V6 4x4 Epic	555 400	13.0	309	9.7	V6/4.0	175	376	A/5

PRIUS

VERDICT | More green than mean. Ninja with a conscience

PRIUS	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
HSD Exclusive	430 200	4.1	94	10.4	4/1.8H	100	142+e	C/V

LAND CRUISER 70 SERIES

VERDICT | When there's work to be done in the bush

LAND CRUISER 70 SERIES	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
79 4.0 V6	466 500	n/a	n/a	12.6	V6/4.0	170	360	M/5
79 4.2D	496 300	n/a	n/a	18.0	6/4.2D	96	285	M/5
79 4.5D-4D LX V8	567 800	11.6	306	n/a	V8/4.5TD	151	430	M/5
double cab								
79 4.0 V6	527 500	13.6	320	12.6	V6/4.0	170	360	M/5
79 4.2D	553 300	13.0	343	20.08	6/4.2D	96	285	M/5
79 4.5D-4D LX V8	621 300	11.6	306	n/a	V8/4.5TD	151	430	M/5
wagon / station wagon								
78 4.2D wagon	540 500	11.9	314	18.0	6/4.2D	96	285	M/5
76 4.2D station wagon	565 900	11.6	306	18.0	6/4.2D	96	285	M/5
76 4.5D-4D LX V8 station wagon	635 400	11.6	306	n/a	V8/4.5TD	151	430	M/5

FJ CRUISER

VERDICT | Does the original proud

FJ CRUISER	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Cruiser	506 300	11.4	267	8.61	V6/4.0	200	380	A/5
FJ Sport Cruiser	531 400	11.4	267	7.6	V6/4.0	200	380	A/5

LAND CRUISER PRADO

VERDICT | Nothing to deter the off-road faithful. A great buy

LAND CRUISER PRADO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
4.0 TX	667 600	11.3	266	9.2	V6/4.0	202	381	A/5
3.0DT TX	677 900	8.5	224	11.7	4/3.0TD	120	400	A/5
4.0 VX	768 900	11.3	266	9.2	V6/4.0	202	381	A/5
3.0DT VX	773 300	8.5	224	12.04	4/3.0TD	120	400	A/5

LAND CRUISER 200

VERDICT | Why not buy a 70 Series *and* a Fortuner instead?

LAND CRUISER 200	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
4.6 V8 VX	1 053 300	13.9	327	n/a	V8/4.6	227	439	A/6
4.5D-4D VX	1 081 600	10.3	273	8.6	V8/4.5TD	173	615	A/6

VOLKSWAGEN

UP!

VERDICT | Large on quality, small on price – people's car!

UP!	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Take up! 1.0	133 500	4.7	108	13.2	3/1.0	55	95	M/5
Move up! 1.0	140 500	4.7	108	13.2	3/1.0	55	95	M/5

POLO VIVO

VERDICT | Breathing new life into old cars – a VW speciality

POLO VIVO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.4 Conceptline	143 800	6.2	147	12.9	4/1.4	55	132	M/5
1.4 Blueline	148 900	5.8	138	13.5	4/1.4	55	126	M/5
1.4 Trendline	158 600	6.2	147	12.2	4/1.4	63	132	M/5
1.4 Trendline auto	173 900	6.9	163	17.5	4/1.4	63	132	A/6
1.6 Comfortline	171 500	6.6	156	10.6	4/1.6	77	155	M/5
1.6 GT	177 200	6.6	157	10.6	4/1.6	77	155	M/5
Maxx 1.6	180 900	6.6	157	10.6	4/1.6	77	155	M/5
sedan								
1.4 Conceptline	149 800	6.2	147	12.9	4/1.4	55	132	M/5
1.4 Blueline	154 900	5.8	138	13.5	4/1.4	55	126	M/5
1.4 Trendline	164 600	6.2	147	12.2	4/1.4	63	132	M/5
1.4 Trendline auto	179 900	6.9	163	17.5	4/1.4	63	132	A/6
1.6 Trendline	170 100	6.6	156	10.6	4/1.6	77	155	M/5
1.6 Comfortline	177 500	6.6	156	10.6	4/1.6	77	155	M/5

POLO

VERDICT | Locally built hatch brings quality to the masses

POLO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
sedan								
1.4 Trendline	194 600	5.9	139	12.8	4/1.4	63	132	M/5
1.4 Comfortline	210 100	5.9	139	12.8	4/1.4	63	132	M/5
1.6 Trendline	217 700	6.0	143	11.1	4/1.6	77	155	M/5
1.6 Comfortline	231 200	6.0	143	11.1	4/1.6	77	155	M/5
1.6 Comfortline auto	246 200	6.5	154	12.3	4/1.6	77	155	A/6
1.6TDI Comfortline	258 300	4.6	120	10.7	4/1.6TD	77	250	M/5
hatch								
1.2TSI Trendline	198 600	4.9	117	10.8	4/1.2T	66	160	M/5
1.2TSI Comfortline	221 100	4.9	117	10.8	4/1.2T	66	160	M/5
1.2TSI Highline	241 500	5.1	120	9.9	4/1.2T	81	175	M/6
1.2TSI Highline auto	256 500	5.1	122	9.3	4/1.2T	81	175	D/7
1.2TDI BlueMotion	233 500	3.4	89	13.9	3/1.2TD	55	180	M/5
GTI	315 100	5.9	139	6.9	4/1.4ST	132	250	D/7
CrossPolo								
1.2TSI	249 500	5.3	125	9.8	4/1.2T	81	175	M/6

CADDY

VERDICT | A practical wagon for ALL the folks

CADDY	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.6 Trendline	300 400	8.2	195	13.7	4/1.6	75	148	M/5
2.0TDI Trendline	319 500	5.7	149	12.4	4/2.0TD	81	250	M/5
CrossCaddy								
2.0TDI	340 600	5.7	149	12.4	4/2.0TD	81	250	M/5
Maxi								

A5 A6 A7

2.0TDI Trendline	337 500	5.8	152	12.8	4/2.0TD	81	250	M/5
2.0TDI Trendline auto	365 300	6.3	166	10.9	4/2.0TD	103	320	D/6

JETTA

VERDICT | Quality from the top-drawer

JETTA	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2TSI Trendline	259 900	5.7	134	10.9	4/1.2T	77	175	M/6
1.4TSI Trendline	277 400	6.2	144	9.8	4/1.4T	90	200	M/6
1.4TSI Comfortline	292 400	6.2	144	9.8	4/1.4T	90	200	M/6
1.4TSI Comfortline auto	308 400	6.0	138	9.8	4/1.4T	90	200	D/7
1.6TDI Comfortline	307 700	4.5	119	11.29	4/1.6TD	77	250	M/5
1.6TDI Comfortline auto	323 700	4.7	123	11.7	4/1.6TD	77	250	D/7
1.4TSI Highline	335 600	6.0	139	8.3	4/1.4ST	118	240	D/7
2.0TDI Highline	360 900	5.3	138	9.5	4/2.0TD	103	320	D/6

BEETLE

VERDICT | Drives like Golf, looks like Beetle. Buy a Scirocco

BEETLE	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2TSI Design	278 100	5.9	137	10.84	4/1.2T	77	175	M/6
1.4TSI Sport	344 400	6.6	153	8.3	4/1.4ST	118	240	M/6
1.4TSI Sport auto	359 400	6.2	143	8.3	4/1.4ST	118	240	D/7

GOLF

VERDICT | Stratospheric refinement in a subtly evolved shell

GOLF	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
hatch								
1.2TSI Trendline	270 200	4.9	114	10.2	4/1.2T	77	175	M/6
1.4TSI Trendline	285 600	5.2	123	9.3	4/1.4T	90	200	M/6
1.4TSI Comfortline	306 200	5.2	123	9.13	4/1.4T	90	200	M/6
1.4TSI Comfortline auto	321 200	5.0	119	9.3	4/1.4T	90	200	D/7
2.0TDI Comfortline	325 400	4.6	120	10.5	4/2.0TD	81	250	M/5
1.4TSI Highline	333 000	5.3	121	8.4	4/1.4ST	103	250	M/6
2.0TDI Highline	377 900	4.5	119	8.6	4/2.0TD	110	320	D/6
GTI	407 800	6.0	139	6.5	4/2.0T	162	350	M/6
GTI auto	422 800	6.4	148	6.5	4/2.0T	162	350	D/6
R	501 100	7.1	165	5.0	4/2.0T	206	380	M/6
R auto	516 100	6.9	159	5.26	4/2.0T	206	380	D/6
cabriolet								
1.4TSI Comfortline	340 500	6.4	149	10.5	4/1.4T	90	200	M/6
1.4TSI Comfortline auto	355 500	6.3	147	10.5	4/1.4T	90	200	D/7
1.4TSI Highline	403 700	6.3	148	9.08	4/1.4ST	118	240	D/7
GTI	403 700	7.7	180	7.3	4/2.0T	155	280	D/6

TOURAN

VERDICT | The Golf for minivan-lovers

TOURAN	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.2TSI Trendline	300 400	6.4	149	11.9	4/1.2T	77	175	M/6
2.0TDI Trendline	325 000	5.4	144	12.1	4/2.0TD	81	250	M/6
2.0TDI Trendline auto	340 000	5.7	149	12.1	4/2.0TD	81	250	D/6
1.4TSI Highline	346 100	6.8	159	9.5	4/1.4ST	103	220	M/6

AMAROK

VERDICT | Brilliant debut one-tonner

AMAROK	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
2.0TDI	274 700	7.6	199	13.2	4/2.0TD	103	340	M/6
2.0TDI 4Motion	328 700	7.7	203	13.4	4/2.0TD	103	340	M/6
2.0TDI Trendline	352 900	7.6	199	13.2	4/2.0TD	103	340	M/6
2.0TDI Trendline 4Motion	402 900	7.7	203	13.4	4/2.0TD	103	340	M/6
2.0BiTDI Trendline 4Motion	430 100	8.0	211	10.3	4/2.0TD	132	400	M/6
double cab								
2.0TDI Trendline	420 100	7.6	199	13.5	4/2.0TD	103	340	M/6
2.0TDI Trendline 4Motion	471 100	7.7	203	13.7	4/2.0TD	103	340	M/6
2.0BiTDI Highline	450 200	7.9	208	10.3	4/2.0TD	132	400	M/6
2.0BiTDI Highline auto	467 700	8.2	216	10.6	4/2.0TD	132	420	A/8
2.0BiTDI Highline 4Motion	501 200	8.0	211	11.7	4/2.0TD	132	400	M/6
2.0BiTDI Highline 4Motion auto	518 700	8.3	219	10.9	4/2.0TD	132	420	A/8

TRANSPORTER

VERDICT | ... surely the coolest double cab ever

TRANSPORTER	PRICE	L/100	co2	0-100	P/T	KW	NM	
GEAR 2.0TDI 75kW	285 200	7.6	198	15.2	4/2.0TD	75	250	M/5
2.0TDI 103kW	326 100	7.8	198	12.4	4/2.0TD	103	340	M/6
2.0TDI 103kW auto	343 600	8.2	217	12.3	4/2.0TD	103	340	D/7
double cab								
2.0TDI	314 600	7.6	198	15.9	4/2.0TD	75	250	M/5
2.0BiTDI	371 800	7.8	206	10.3	4/2.0TD	132	400	M/6
2.0BiTDI 4Motion	408 700	8.4	222	10.7	4/2.0TD	132	400	M/6

PASSAT

VERDICT | Criminally overlooked by buyers

PASSAT	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.8TSI Comfortline	368 000	6.9	160	8.5	4/1.8T	118	250	M/6
1.8TSI Comfortline auto	383 000	7.0	162	8.47	4/1.8T	118	250	D/7
2.0TDI Comfortline	386 700	4.7	147	9.9	4/2.0TD	103	320	M/6
2.0TDI Comfortline auto	401 700	5.2	168	9.9	4/2.0TD	103	320	D/6

SCIROCCO

VERDICT | A GTI in fresh party garb

SCIROCCO	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4TSI Highline	355 200	6.6	154	8.0	4/1.4ST	118	240	M/6
2.0TSI Sportline	419 100	7.5	174	6.9	4/2.0T	155	280	D/6
R	489 300	8.0	187	5.8	4/2.0T	188	350	D/6

TIGUAN

VERDICT | A hot segment just got hotter

TIGUAN	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.4TSI 90kW Trend&Fun	332 400	6.5	152	10.9	4/1.4T	90	200	M/6
1.4TSI 118kW Trend&Fun	364 500	6.7	156	9.3	4/1.4ST	118	240	M/6
1.4TSI 118kW Trend&Fun auto	379 500	7.1	164	9.3	4/1.4ST	118	240	D/6
1.4TSI 4Motion Trend&Fun	376 500	7.6	178	9.6	4/1.4ST	118	240	M/6
2.0TDI Trend&Fun	355 900	5.3	139	11.9	4/2.0TD	81	280	M/6
2.0TDI 4Motion Trend&Fun	422 400	6.5	172	10.7	4/2.0TD	103	320	D/7
2.0TDI 4Motion Track&Field	447 500	6.5	172	10.7	4/2.0TD	103	320	D/7
2.0TDI 4Motion Sport&Style	461 000	6.5	172	10.7	4/2.0TD	103	320	D/7
2.0TSI 4Motion Sport&Style	483 000	8.8	205	7.61	4/2.0T	155	280	D/7

CC

VERDICT | Merc CLS on the cheap

CC	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
1.8TSI	411 400	7.1	165	8.5	4/1.8T	118	250	D/7
2.0TDI	455 900	5.2	137	8.4	4/2.0TD	130	380	D/6
2.0TSI	454 300	7.8	182	7.3	4/2.0T	155	280	D/6
3.6 V6 4Motion	535 300	9.3	215	5.5	V6/3.6	220	350	D/6

KOMBI / CARAVELLE / CALIFORNIA BEACH

VERDICT | The way we used to holiday

KOMBI/CARAVELLE/CALIFORNIA BEACH	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
Kombi								
2.0TDI 75kW SWB	459 100	7.2	190	17.9	4/2.0TD	75	250	M/5
2.0TDI 75kW LWB	467 100	7.2	190	17.9	4/2.0TD	75	250	M/5
2.0TDI 103kW SWB Trendline	486 200	8.0	211	14.7	4/2.0TD	103	340	D/7
2.0TDI 103kW SWB	532 000	7.5	198	14.2	4/2.0TD	103	340	M/6
2.0TDI 103kW SWB Comfortline	549 500	8.0	211	14.7	4/2.0TD	103	340	D/7
2.0TDI 103kW LWB	540 000	7.5	198	14.2	4/2.0TD	103	340	M/6
2.0TDI 103kW LWB auto	557 500	8.0	211	14.7	4/2.0TD	103	340	D/7
Caravelle								
2.0BiTDI	655 400	7.8	206	11.4	4/2.0TD	132	400	M/6
2.0BiTDI auto	673 900	8.1	214	11.3	4/2.0TD	132	400	D/7
2.0BiTDI 4Motion auto	706 400	8.8	233	12.1	4/2.0TD	132	400	D/7
California Beach								
2.0BiTDI 4Motion	679 300	8.4	221	11.4	4/2.0TD	132	400	M/6
2.0BiTDI 4Motion auto	697 800	8.8	233	12.1	4/2.0TD	132	400	D/7

TOUAREG

VERDICT | More style, and better spec makes for great value

TOUAREG	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
V6 Elegance	709 100	10.9	259	7.8	V6/3.6	206	360	A/8
V6 TDI Luxury	796 500	7.2	189	7.8	V6/3.0TD	180	550	A/8
V6 TDI Escape	822 100	7.3	193	7.8	V6/3.0TD	180	550	A/8
V8 TDI Executive	990 600	9.1	239	6.04	V8/4.2TD	250	800	A/8

VOLVO

V40

VERDICT | Convincingly plugs a gaping hole in Volvo's line-up

V40	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
V40								
T3 Essential	310 400	5.4	125	8.8	4/1.6T	110	270	M/6
D2 Essential	315 700	3.6	94	11.9	4/1.6TD	84	270	M/6
T4 Excel	355 400	5.5	129	7.7	4/1.6T	132	270	M/6
T4 Excel auto	373 300	6.2	144	8.5	4/1.6T	132	270	D/6
D3 Excel	385 200	5.2	136	9.3	5/2.0TD	110	350	A/6
D4 Excel	403 700	3.5	106	7.2	4/2.0TD	140	400	A/6
T5 Excel	421 200	5.9	137	6.3	4/2.0T	180	350	A/8
V40 Cross Country								
T4 Essential	358 800	5.5	129	7.7	4/1.6T	132	270	M/6
T4 Essential auto	376 800	6.1	143	8.5	4/1.6T	132	270	D/6
D3 Excel	401 100	5.2	137	9.3	5/2.0TD	110	350	A/6
D4 Excel	422 000	4.3	112	7.5	4/2.0TD	140	400	A/8
T5 AWD Excel	456 500	6.4	149	6.1	4/2.0T	180	350	A/8

S60

VERDICT | Takes Volvo up another gear

S60	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
T3 Essential	356 400	5.5	129	9.4	4/1.6T	110	240	M/6
T3 Excel	390 700	6.8	159	10.2	4/1.6T	110	240	D/6
T4 Excel	396 100	5.8	134	8.3	4/1.6T	132	270	M/6
T4 Excel auto	417 000	6.8	159	9.0	4/1.6T	132	270	D/6
D4 Excel	445 800	4.2	109	7.4	4/2.0TD	133	400	A/8
T5 Excel	477 300	6.0	139	6.3	4/2.0T	180	350	A/8
D5 Elite	511 500	5.9	154	7.6	5/2.4TD	158	440	A/6
T6 Elite	539 900	6.4	149	5.9	4/2.0T	225	400	A/8
T6 AWD R-Design	582 800	9.9	231	5.7	6/3.0T	242	480	A/6

V60

VERDICT | A sexier, sportier, less useful Volvo wagon

V60	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
T3 Excel	407 500	7.2	167	10.4	4/1.6T	110	240	D/6
D4 Excel	455 200	4.3	112	7.6	4/2.0TD	133	400	A/8
T5 Excel	489 800	6.2	144	6.4	4/2.0T	180	350	A/8
D5 Elite	524 200	6.2	162	7.7	5/2.4TD	158	440	A/6
T6 Elite	551 800	6.7	157	6.0	4/2.0T	225	400	A/8
T6 AWD R-Design	595 100	10.2	237	5.8	6/3.0T	242	480	A/6

XC60

VERDICT | Mixes it with the segment's best

XC60	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
D4 Essential	538 300	4.7	124	8.81	4/2.0TD	133	400	A/8
T5 Essential	539 200	6.7	157	7.2	4/2.0T	180	350	A/8
D5 AWD Excel	608 300	6.4	169	8.3	5/2.4TD	158	440	A/6
T6 Excel	614 100	7.3	169	6.9	4/2.0T	225	400	A/8
T6 AWD R-Design	689 400	10.7	249	6.6	6/3.0T	242	480	A/6

XC70

VERDICT | Brilliant crossover estate back by popular demand

XC70	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
D5 AWD Elite	498 500	6.4	169	8.3	5/2.4TD	158	440	A/6

XC90

VERDICT | Mega achievement redefines luxury in this segment

XC90	PRICE	L/100	CO2	0-100	P/T	KW	NM	GEAR
D4	792 000*	4.9	129	n/a	4/2.0TD	140	400	A/8
D5 AWD	841 200*	5.3	141	7.8	4/2.0TD	165	470	A/8
T5 AWD	815 400*	7.2	164	n/a	4/2.0T	187	350	A/8
T6 AWD	855 000*	7.2	169	6.9	4/2.0T	236	400	A/8
T8	993 100*	2.5	64	6.4	4/2.0Te	294e	640e	A/8

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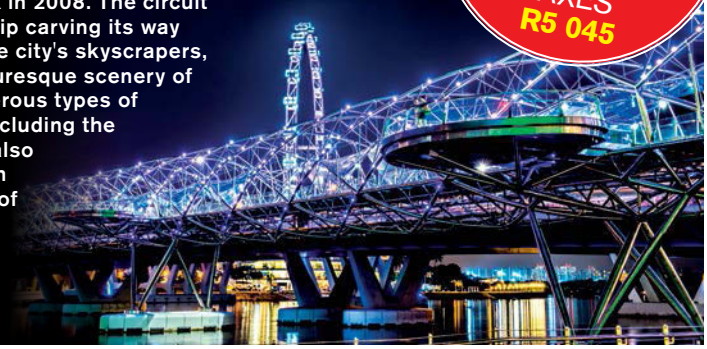

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- Ferrari World Abu Dhabi and Yas World entry tickets
- Lanyard and protective earplugs

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TOPCAR'S TOP 10

BOND GIRL CARS (AND VANS AND BIKES…)

From Leylands to Ferraris, Bond's female acquaintances – friend and foe – have shared an eclectic taste in wheels. By ***Chris Chilton***

1 | FORD MUSTANG, GOLDFINGER
Conniving Bond waves Tilly Masterson's Mustang through on Switzerland's tortuous Furka Pass before using his DB5's knife-edged wheel spinners to slice through the Ford's flanks as if they were some flimsy cardboard facsimile bashed together in a shed at Pinewood studios.

2 | LEYLAND SHERPA, THE SPY WHO LOVED ME
Agent Triple X struggles with the vagaries of the Sherpa's manual gearbox while Bond sits smugly in the passenger seat throwing in snarky one-liners that make him sound like a closet misogynist.

3 | TOYOTA 2000GT, YOU ONLY LIVE TWICE
Japanese secret service agent Aki hogs the driving seat of one of the sexiest Bond cars of all time, proving that she's easily a match for Bond behind the wheel – and every bit as unconvincing in the green-screen shots as Connery and his Sunbeam Alpine were in *Dr No*.

4 | MERCURY COUGAR, ON HER MAJESTY'S SECRET SERVICE
Diana Rigg swaps her four-cylinder *Avengers* Lotus Elan for a thumping 7.0-litre V8 Mercury Cougar as she takes on the role of Teresa di Vicenzo and dispatches a host of Minis and Ford Escorts so easily after gatecrashing an ice race, 007 knows he simply has to make her Mrs Bond.

5 | MGB, MAN WITH THE GOLDEN GUN
Hottie halfwit Agent Goodnight drives a golden puke-coloured MGB in *The Man with the Golden Gun*, but was at least savvy enough to know to order her company car before Bs were blighted by ugly rubber bumpers.

6 | BSA LIGHTNING, THUNDERBALL
Appropriately, Fiona Volpe, the baddest Bond girl of the lot, isn't a car driver at all, but a leather-clad biker chick who probably spent weekends blowing up mods' scooters on Brighton beach with her BSA Lightning's rocket launchers.

7 | CITROËN 2CV, FOR YOUR EYES ONLY
After an over-zealous car alarm obliterates his Esprit, Bond is forced to ride shotgun with Melina Havelock in her bright yellow Citroën, fortified in this case by four-cylinder GS power for a better chance of escaping the villains' Peugeot 504s.

8 | RENAULT 5 TURBO, NEVER SAY NEVER AGAIN
Barbara Carrera ought to be driving a 911 with a name like that, but instead battles Bond's scary Yamaha XJ650 Turbo in Renault's bargain alternative, the mid-engined, wide-body 5 Turbo for this toupee-tastic *Thunderball* remake's standout chase.

9 | FERRARI F355 GTS, GOLDENEYE
Famke Janssen's hopeless-driver baddie could crush a man to death with her thighs, but struggled to squeeze past Bond's creaky DB5 in her then state-of-the-art Ferrari, wildly spinning out and almost ending up Onatopp at one point.

10 | LAND ROVER DEFENDER, SKYFALL
It's hard to work out which is the most implausible: that MI6's Eve Moneypenny is able to keep pace with a modern Audi A5 in a Land Rover Defender, or that she manages to get through the whole chase without having to return to the dealer for a product recall. tc

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